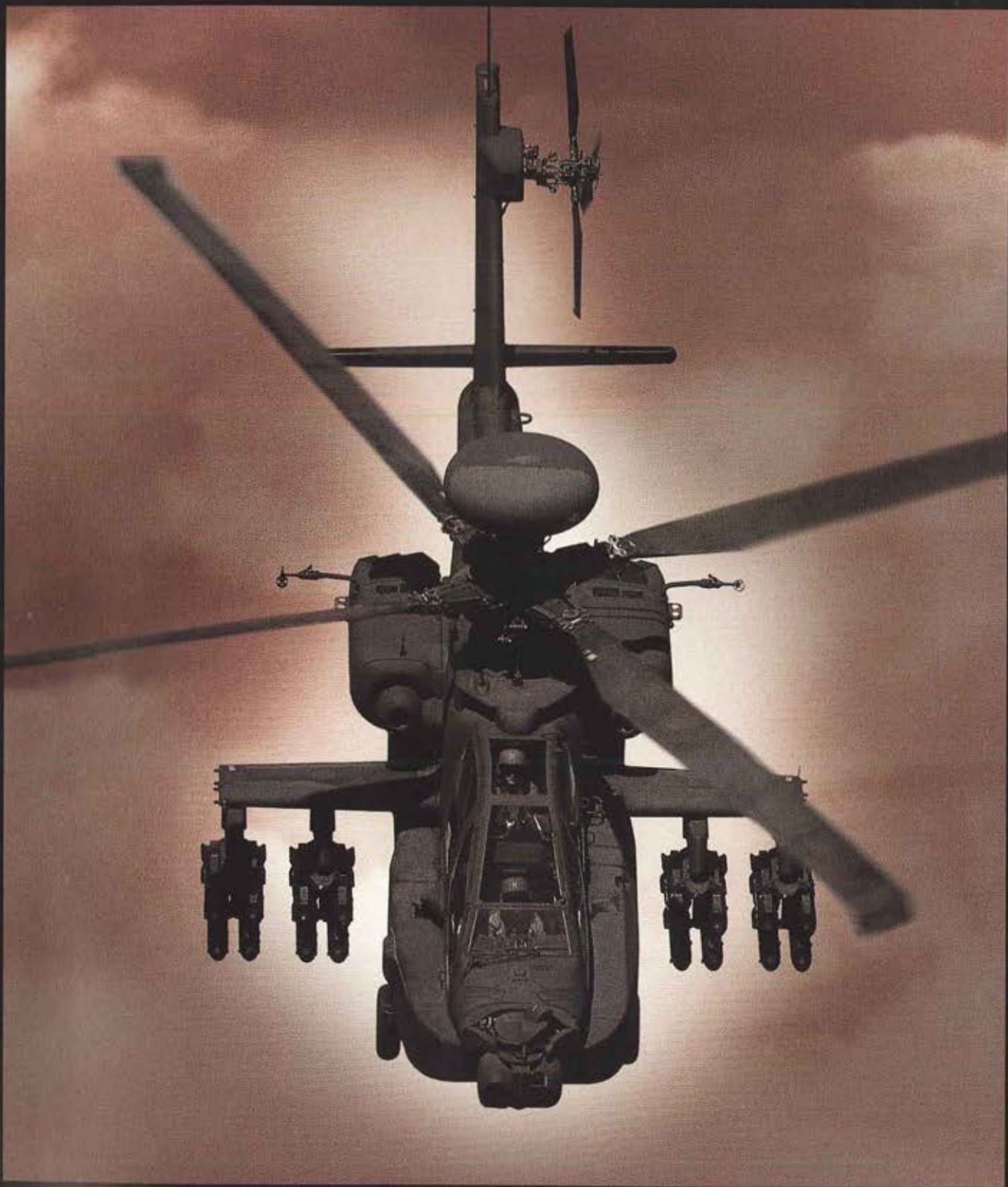


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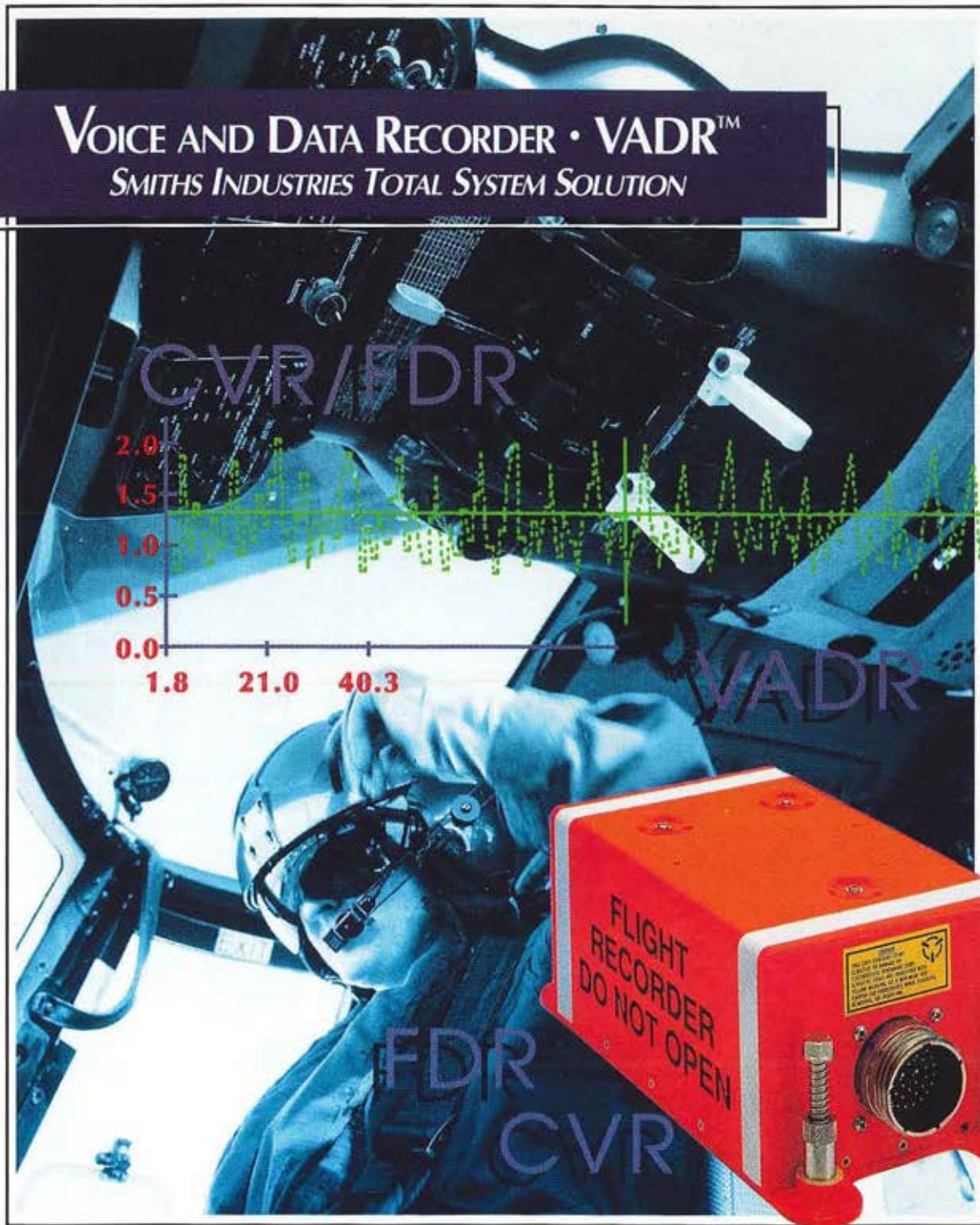
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"Army Heritage – Leadership Dimensions of Great Aviation Leaders"

by Maj. Gen. Daniel J. Petrosky

The past decade has been one of change. We have seen, among other things: an end to the Cold War; the dismantling of much of the world's nuclear arsenal; a reduction of the U.S. Army by some 630,000 spaces, along with the closing of over 700 bases at home and abroad; the introduction of Force XXI doctrine; preparations for a fully digitized battlefield; and a cascading assortment of new technologies to support the Army After Next.

In a world of such continuous change and uncertainty, it is all the more important for our leadership doctrine to keep pace with the changes. The emerging leadership doctrine in the Army changes its focus from the Principles of Army Leadership to the same 23 Core Dimensions of Leadership that are used in the Officer Evaluation Report (DA Form 67-9, Oct. 1997). While the words may have changed somewhat, the things that are required of a successful leader have not. These changes will make it easier for the more experienced leaders in our Army to train our successors, because they will be evaluated on those same dimensions.

There is a very good place to look for relevant lessons on leadership — the Army's 223-year history and its proud heritage and cherished traditions. As a branch, Army aviation is relatively young. Yet we have had many great leaders who have helped shape our branch and make it what it is today. Their use of the Principles of Army Leadership can be compared to the new Core Dimensions of Leadership.

Though many things have changed in the last half-century the principles the Army has stated as essential to leadership have remained fundamentally the same. Today, as we look for-

ward to the vision of Force XXI while trying every day to handle the many challenges facing our branch, it is important to look at what those principles were and where they fit into today's emerging leadership doctrine. Knowing how leaders have been successful in the past will help prepare us for success in the future. Here are a few leaders from whom we can learn valuable lessons:

Gen. James H. Doolittle

In every edition of Leadership "Know your job" has been paramount. The importance of this to aviators goes back to the earliest heroes of Army flying. A prime example was Jimmy Doolittle, who finished his career as an Air Force general. As a colonel, Doolittle gained everlasting fame on April 18, 1942, when he and his crews flew their Army Air Forces B-25 bombers off the aircraft carrier USS Hornet and bombed Tokyo barely four months after the Japanese attacked Pearl Harbor. Doolittle had previously set a host of world records for speed, altitude and endurance. He successfully did things that many of his peers could not.

Doolittle was relentless in his study of every aspect of flying. He described himself as the master of the calculated risk. For example, he took great pride in performing aerobatics that no one else could do. However, Doolittle always practiced and perfected them at safe altitudes. Moreover, Doolittle always strove to improve himself. He constantly tested his own limits, as well as those of his aircraft, to know precisely what he could do and how to do it within reasonable risks.

Doolittle also took immense pains to achieve precision. For example, to

perfect a directional gyroscope Doolittle made hundreds of blind and simulated blind landings on the same strip. Each time he lined up, then checked his position to insure the accuracy of his approach. From these many trials he was able to fine-tune both the instrument and the techniques for instrument approaches.

No aspect of flying was too remote for Doolittle to investigate, practice and refine. His studies of gasoline earned him a doctorate from the Massachusetts Institute of Technology. His discoveries led to superior fuels that gave the allies huge tactical and logistic advantages during World War II. One way or another, by the end of World War II, thousands of allied soldiers owed their lives to Jimmy Doolittle's aviation leadership.

Gen. James M. Gavin

Most Army aviators know of Gen. Hamilton Howze and the Howze Board. That board's 1962 report led to the creation of the first air-assault division, which went from experimental force to combat in Vietnam in a very short time. Many people do not know how and why — Gen. James Gavin lay behind Howze and his efforts to establish air mobility.

Gavin was orphaned at age two and grew up in a small coal-mining town. He enlisted in the Army at age 17 and rose to corporal before entering West Point in 1925. After commissioning in infantry Gavin spent three months as a flying student. He then had assignments as an infantry officer.

In 1941, as a major, Gavin asked to leave the Tactics Department at West Point to join an experimental group testing parachutes at Fort Benning. From then on, Gavin's life dealt with airborne operations. He led a night drop into Sicily in 1943. This and fol-



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lowing operations gained him two Distinguished Service Crosses. One of his soldiers said Gavin could leap higher, shout louder, spit farther and fight harder than any other man he ever saw. He commanded the 82nd Airborne Division during Operation Market Garden — the battle made famous in the movie "A Bridge Too Far." Gavin saw and felt, first hand, the cost of traditional infantry operations. He also saw first hand the limits of parachute operations. Gavin saw that the principles of cavalry — boldness, courage and speed of movement — translated into winning battles with fewer casualties.

After World War II, as the nation turned toward reliance on a nuclear umbrella to keep the peace, Gavin remained a skeptic. In 1954 he wrote an article, published in a popular magazine, called "Cavalry — And I Don't Mean Horses." In 1955, while serving as the G-3 of the Army, Gavin chose Col. Hamilton Howze to be the chief of Army aviation. The appointment was a complete surprise to Howze, who did not know Gavin nor have an extensive involvement with aviation.

Gavin knew, though, that Howze had a great interest in mobility as the key to success on the battlefield. Gavin also knew that Howze had spent almost his whole career with combat troops and in training. Finally, Gavin sensed that Howze was capable of doing a job Gavin wanted done. As his article had set an example of publicizing the idea of air cavalry, Gavin called Howze to be an evangelist within the Pentagon.

With Gavin's backing, Howze stalked the halls of the Pentagon. He dropped into offices and talked to anyone who would listen. He took the case studies taught at Fort Leavenworth and showed how adding aviation could change the outcomes. Howze sold others, such as the vice chief of staff of the Army (VCSA). Thus, even after Gavin retired, when a new administration came in with an impatience to increase the effectiveness of Army operations, Howze was in place and able to respond.

The ultimate development of the air mobility concept in Vietnam saved thousands of lives for the kinds of soldiers that Gavin cared about. In

Vietnam, Army aviation — particularly the helicopter — greatly reduced the problem of the "Bridge Too Far." By spending the time and resources to set the stage for Howze's success, Gavin was able to change the Army to take care of soldiers better than most people had been able to imagine.

Lt. Gen. George P. Seneff

The commanders who developed the air-assault concept during Vietnam displayed an uncommon grasp of the fundamentals of leadership. George Seneff rose from colonel to lieutenant general through the development of air assault. His career and actions highlight at least six of the leadership dimensions: developing, honor integrity, assessing, executing and decision-making.

Along with Howze and Robert Shoemaker, Seneff became an Army aviator after already becoming a fairly senior officer. After attending flight school as a colonel, Seneff returned to a non-aviation assignment. In 1963 he was on his way to Germany to command a cavalry regiment when he was asked if he would rather go to Fort Benning to command one of the units in the air-assault division that was forming there. He had already been seeking a chance to become involved and immediately agreed.

The task of creating the new aviation unit was a challenge. Unlike the infantry battalions in the new division, the aviation unit he received had to be built from scratch. The development of the right tactics meant going far out on a limb in accepting responsibility. Army regulations at the time prohibited flying in formation. Regulations also prohibited flying at night, in bad weather and below restrictive altitudes. Seneff, Howze and Gen. Harry W.O. Kinnard, who commanded the division, realized they could never achieve the goals of the air assault concept within these restrictions. So, after requests for waivers were denied, they began to experiment with operations under these conditions.

For a year and a half the trio thought, discussed and tried. They developed weather-probing techniques. They did all their daytime flying on the deck and in formation. The

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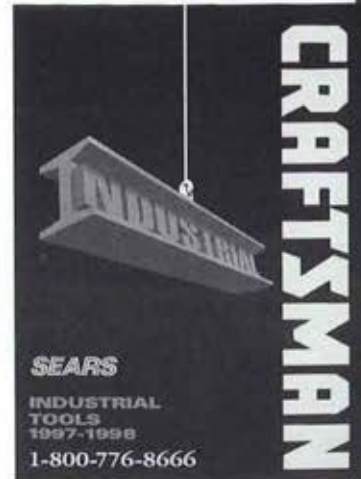
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emphasis on formation and teamwork was so high that someone made a sign saying "If two of you are going to the can, fly in formation." Eventually, with night formation flying, pilots got so used to being one rotor disk apart that they preferred it. That way, they knew exactly where everyone was and could gauge each other's locations by the glow of the adjacent cockpits. To ensure safety, pilots drilled on autorotation and other emergency procedures until their reactions were absolutely automatic.

The payoff for all this work came in 1964, when opponents thought a hurricane off the East Coast would disrupt a 120-helicopter formation that was to start the critical Air Assault II demonstration. The mission would fail, the critics thought, and that would be the end of air assault. To their great surprise, however, the formation reached its objectives — while the Air Force and all civilian traffic up the eastern seaboard sat grounded. The air assault concept was decisively proven and, very shortly, was employed in combat.

The need for an improved gunship quickly became apparent in Vietnam because of high losses among crews of the UH-1B. Heavy Army investment in the AH-56 Cheyenne program created intense opposition to acquiring an interim aircraft though everyone knew the Cheyenne would not be available for several years.

Bell Helicopter had in the meantime independently developed the AH-1 Cobra and approached Seneff, who had become the director of Army aviation, about the new aircraft. Those responsible for materiel development vehemently opposed buying the Cobra because they felt it might jeopardize getting the Cheyenne. Seneff and those who felt they represented the operators vehemently supported buying the Cobra, because it suited the immediate need of the soldiers. The materiel developers produced a flood of studies to show that the Cobra was not worth acquiring, then proposed modification of another existing helicopter though that tack offered little gain over the UH-1B.

Finally, Chief of Staff of the Army Gen. Harold K. Johnson called Seneff in. The only other person there was

Gen. Creighton Abrams, the VCSA. Johnson and Abrams asked Seneff what he thought the Army needed and what the people in Vietnam wanted. Seneff told them. A week later, he was on a plane to Vietnam to take command of the new aviation brigade and to tell Gen. William Westmoreland that he would be getting the Cobra.

Lt. Gen. Harry W. O. Kinnard

Lt. Gen. Harry W. O. Kinnard was the commander who formed and fought the first air-assault division. Graduating from West Point in 1939, he went into the infantry, became a member of the 501st Parachute Infantry, and served as G-3 of the 101st Abn. Div. in the European Theater during World War II.

After the war Kinnard attended the Air Command and General Staff College, where he wrote a paper on the military future of the helicopter. He also became an Army aviator. During the 1962 Cuban Missile Crisis he had conceived of using helicopters to conduct urban operations to take out the Castro government with minimum civilian casualties. This, he later thought, probably influenced his subsequent move.

In February 1963, while assistant division commander of the 101st at Fort Campbell, he was called to become the commander of the 11th Air Assault Div. (Test) at Fort Benning. When that division was redesignated the 1st Cavalry Div. (Airmobile) in 1965, he became its first commander and deployed with it to Vietnam in July. Kinnard saw the test division as exactly that — a test. His job, as he saw it, was to take the TOE the Howze Board had created, take it out and try it in repetitive tests. In those tests the weaknesses would show, and the job was to find ways to correct them, then test the fix.

Information flow was critical to Kinnard's success. To get the best results, he insisted that commanders command their units. To encourage people to come up with ideas, he created an Idea Center where anyone of any rank could bring an idea and have it evaluated. People were there to help put the idea on paper, make drawings or do whatever it took to get down what the person had on his mind.

Kinnard also made a point of assigning each element of the division specific things he wanted them to work on beyond their normal duties. For example, he tasked the signal unit to come up with a very light signal battalion with modular radios that could be removed from aircraft and no vehicle larger than a jeep. He would often deal directly with the individuals whom he had given a specific task, although he normally functioned through regular staff and command channels.

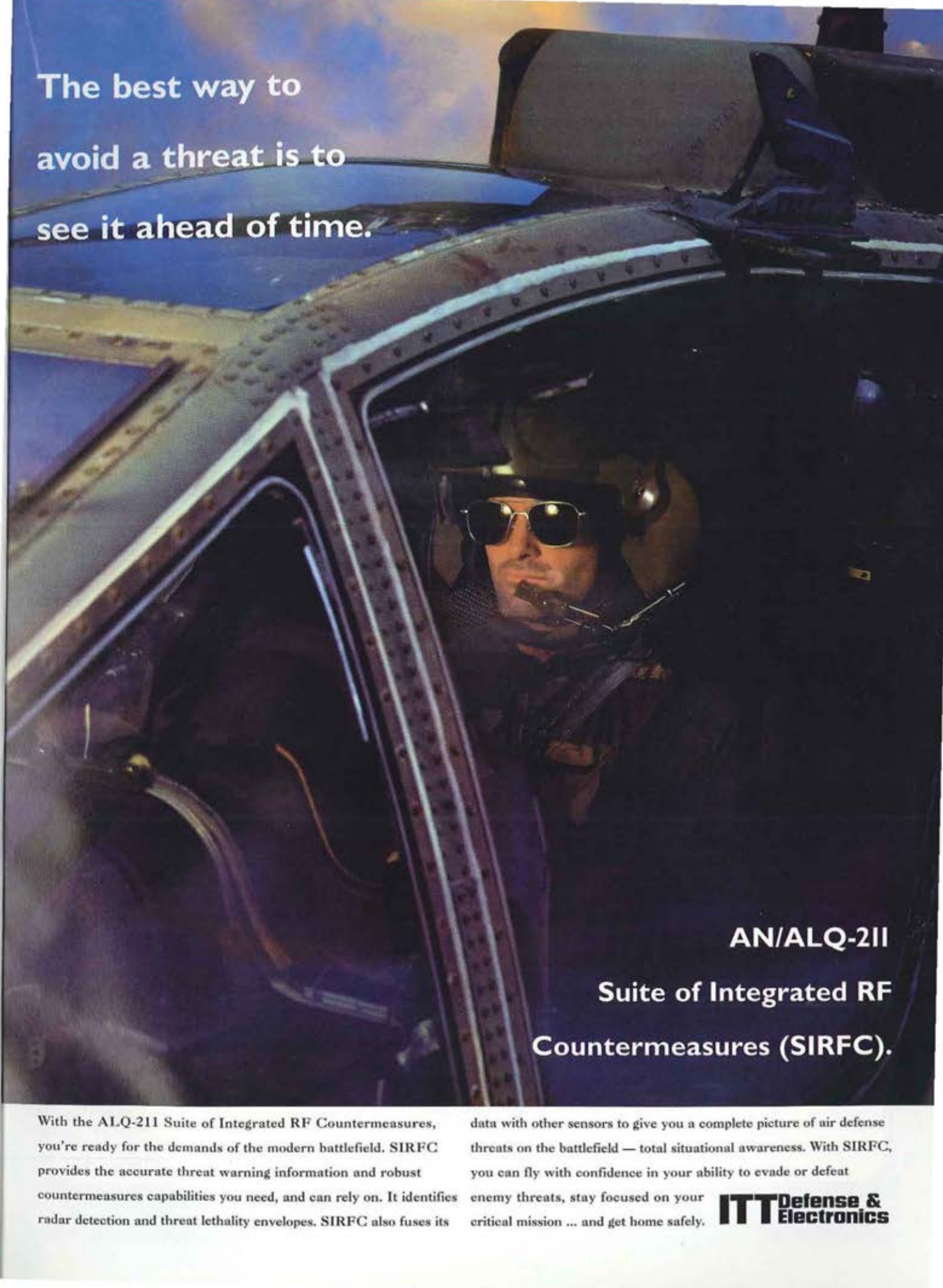
The value of this intensive involvement and flow of information became apparent when the 11th AA Div. deployed to Vietnam. Because the president did not declare a state of emergency, many of the people who had been part of the entire development and testing of the unit were stripped out and replaced with new people. In his aviation unit, Kinnard had to release over 500 highly skilled people. The depth of understanding and knowledge was sufficient across the division that it was able to deploy and operate effectively almost immediately upon arrival. The sharing of information and the pride that came with having done the seemingly impossible also gave the unit extremely high morale. The 1st Cavalry (Airmobile) was the only unit in Vietnam to receive the Distinguished Unit Badge and only the fifth such unit in the Army's history.

As each of these examples clearly illustrates, aviation leaders throughout history have successfully employed the Principles of Leadership and those principles can be tied directly to the Army's emerging leadership doctrine, the Core Dimensions of Leadership. Leadership has provided the foundation on which we must continue to build our great branch.

We must use the Core Dimensions of Leadership in our everyday lives. Ours is a learning Army. We have learned a lot from the leaders who preceded us. Never stop learning.



Maj. Gen. Daniel J. Petrosky is commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch.



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Lt. Col. James W. Kelton

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In this first of a series of monthly personnel articles, I want to provide you with the "state of the branch" from the personnel perspective. In short, Army aviation is in great shape. There are some "tweaks" needed here and there, but overall we are on course and on glide slope.

It's important to note that the Army is a very complex organization with myriad interdependent processes. Think of it as an ecosystem. And, just as in an ecosystem, if you do something upstream it is eventually going to effect the ecology downstream. Decisions made at one point in time — good decisions, made for the right reasons — may have unintended second- and third-order effects later on.

Having said that, refer to Figure 1 below.

Aviation is a young branch. Before our 1983 creation our commissioned-officer leadership ebbed and flowed into the branch when they weren't working in their basic branches or functional areas. Continuity was provided by aviation warrant officers (AWOs) and our enlisted soldiers.

At the top of the chart you can see some critical events and important decisions made by our senior Army leaders that, over the years, have resulted in the very positive trend regarding our accident rate (the 1991 spike was during Operation Desert Storm). Two very pivotal events were, first, the formation of the aviation branch and the dedicated core of commissioned officer leaders that gave us; and second, the 1988 advent of Battle Focused Training.

Now, regarding this "fragile ecosystem." The Warrant Officer Management Act (WOMA) and the Warrant Officer Leadership Development Plan (WOLDAP) aligned our AWOs with the commissioned officer personnel management system. These were good decisions, made for the right reasons. But the unintended second- and third-order effects were a loss of senior AWO experience due to "up and out" provisions for those officers twice

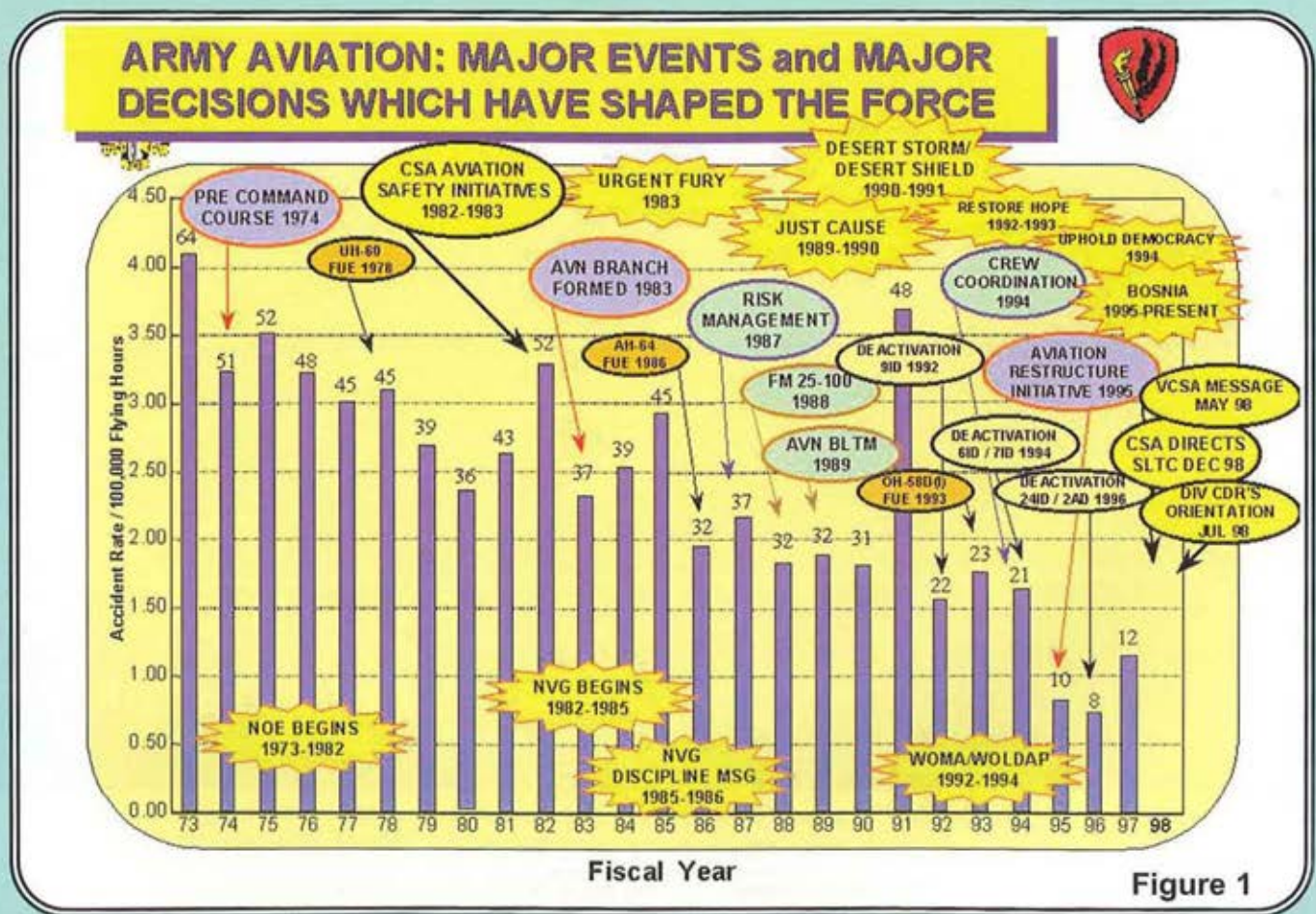


Figure 1



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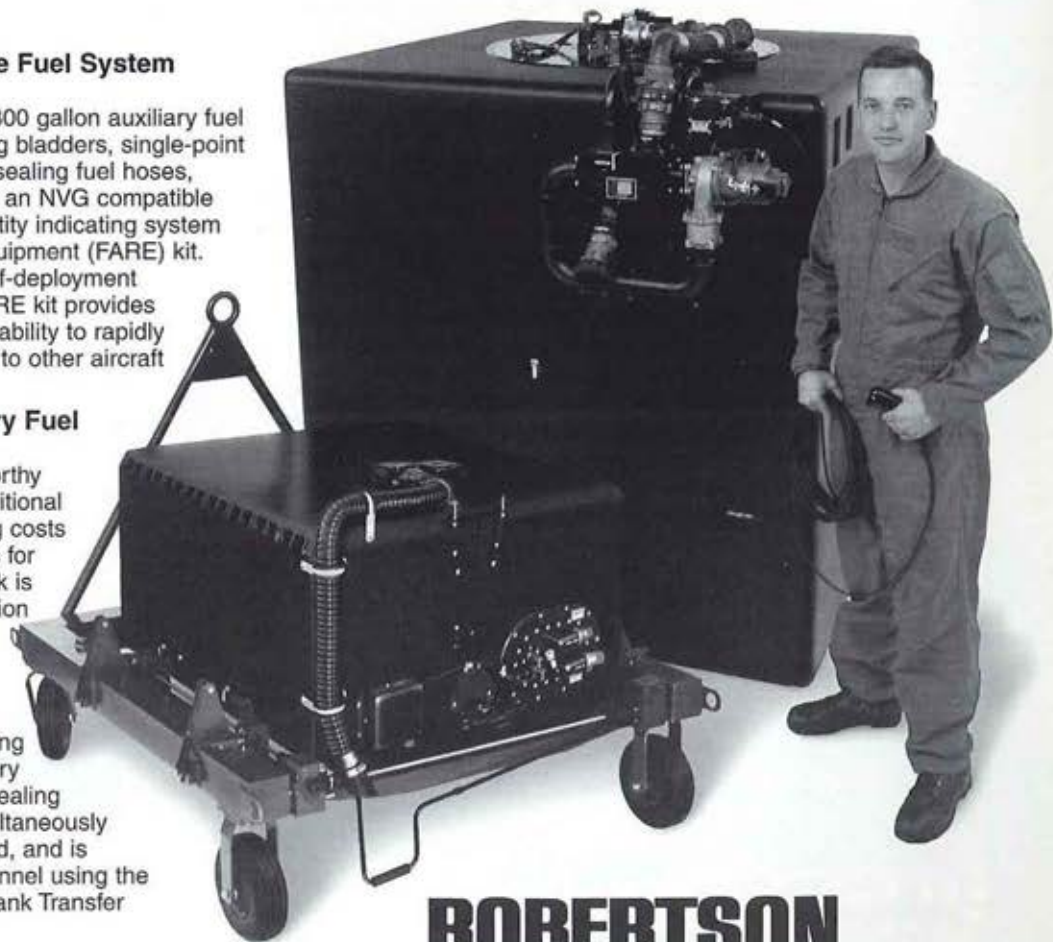
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non-selected for promotion, and the removal of senior AWO representation down at company level.

Another unanticipated impact was caused by policies which created provisional warrant officers (MOS 003A). Since warrant officer candidates now pin on their rank after the six-week Warrant Officer Candidate School, they count against our overall warrant officer budgeted end strength (BES) even though they haven't completed flight school and aren't ready for assignment.

This is but one example of some of the second- and third-order effects in the personnel arena. On July 22 we laid out several of these issues to the vice chief of staff of the Army, Gen. Crouch. The VCSA was very supportive and the Army staff is working with us now as we look toward innovative solutions. Some of the other issues and initiatives include:

- Returning senior AWO experience to unit level,
- a centralized automated visibility of flight experience system,
- increasing our capacity to train enlisted soldiers,
- Air Traffic Services restructuring,
- Apache aviator retention,
- Longbow fielding,
- modernizing our enlisted force, and
- outsourcing flight detachments.

We'll explore some of these individually and in more depth in subsequent articles.

The bottom line is: Army aviation is looking good. We're addressing some important issues that need some on-course corrections, and we've got senior branch and Army leaders who are committed to helping us keep Army aviation "Above the Best."

But we need to know your perspective on what's happening in your lanes out there in the field. I encourage you to check out the AP website that can be accessed from the Fort Rucker homepage at <http://www-rucker.army.mil>. Check out the latest on these and other issues, look at the career handbook online, review the worldwide aviation directory, or send us an e-mail and let us know what your concerns are. We look forward to hearing from you. Until next issue: "Soldiers Are Our Credentials!"



Lt. Col. James W. Kelton is chief of the Aviation Proponency Office at the U.S. Army Aviation Center, Fort Rucker, Ala.

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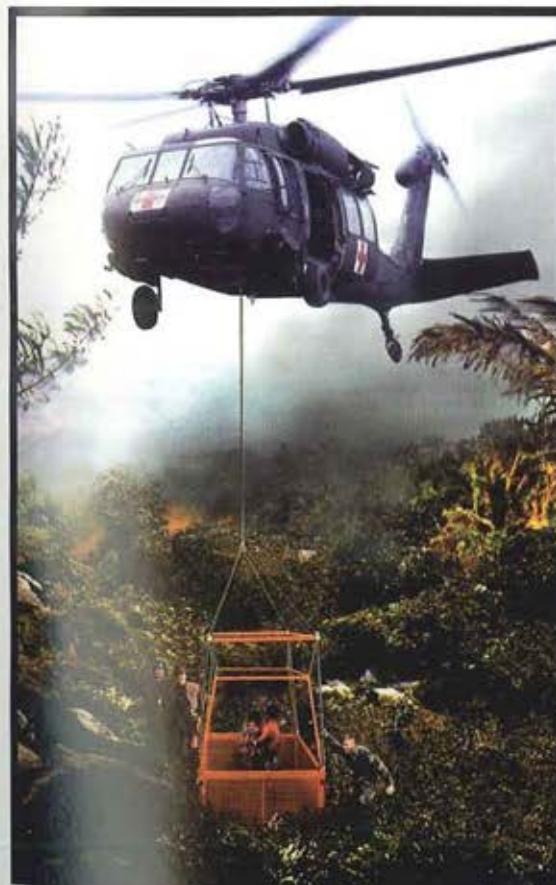
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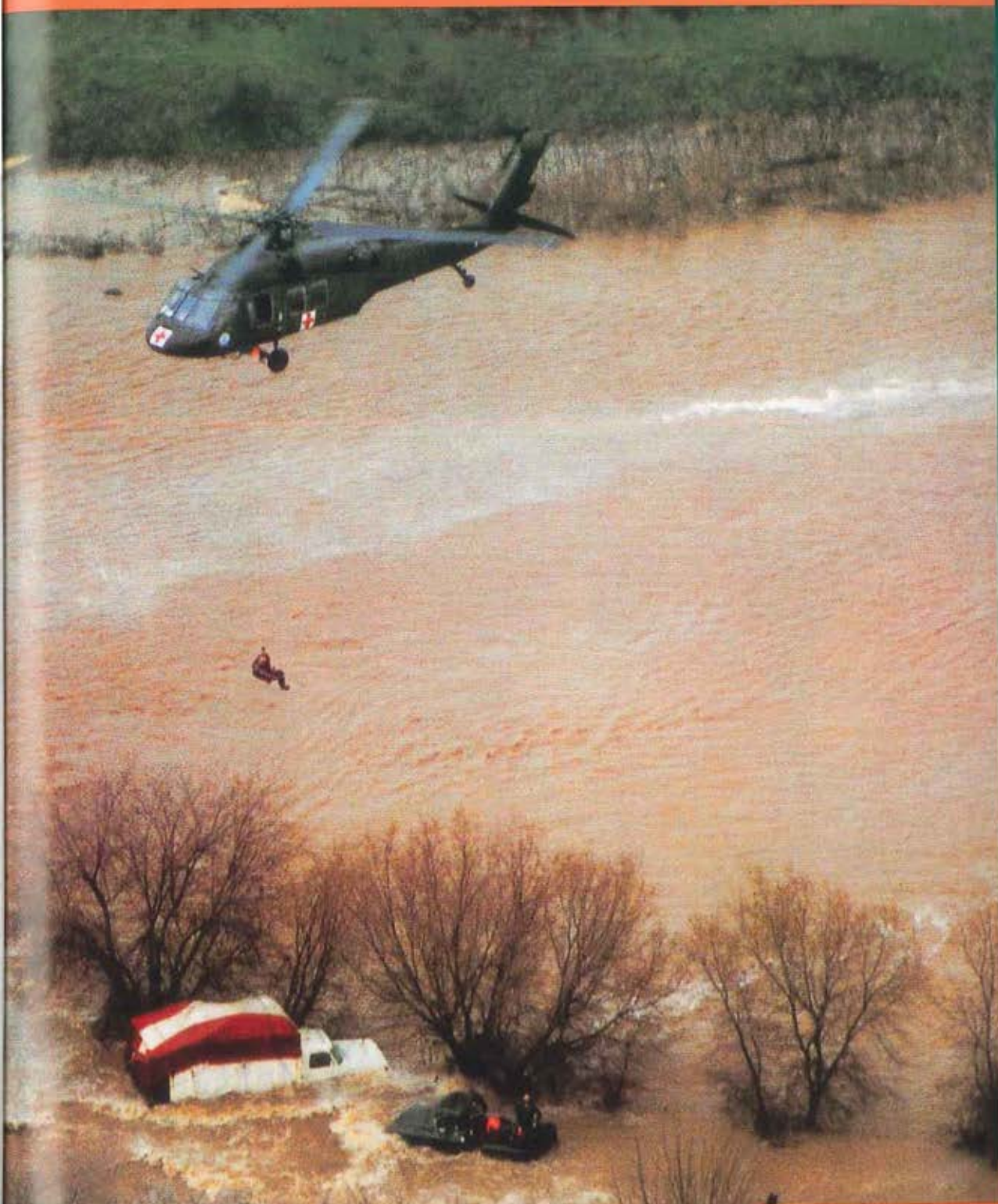
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Aviation Brigade

25th Infantry Division (Light)
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1st Attack Helicopter Battalion,
25th Aviation Regiment

Aviation Brigade
25th Infantry Division (Light)
Wheeler Army Airfield, HI 96854-6000



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25th Aviation Regiment
Aviation Brigade**
25th Infantry Division (Light)
Wheeler Army Airfield, HI 96854



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Fort Campbell, KY 42223-5000



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101st Aviation Brigade (ATK)
101st Airborne Div. (AA)**
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Fort Campbell, KY 42223

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**2d Battalion, 101st Aviation Regt
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101st Airborne Div. (AASLT)**
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Senior NCO:
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Senior NCO: CSM Ricky E. Terrell
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**4th Battalion, 101st Aviation Regt
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**5th Battalion, 101st Aviation
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159th Aviation Brigade
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**9th Battalion, 101st Aviation
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159th Aviation Brigade
101st Airborne Division (AA)**
Fort Campbell, KY 42223



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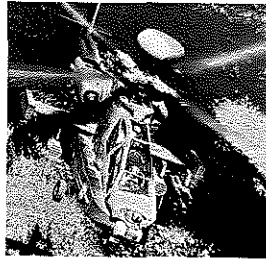
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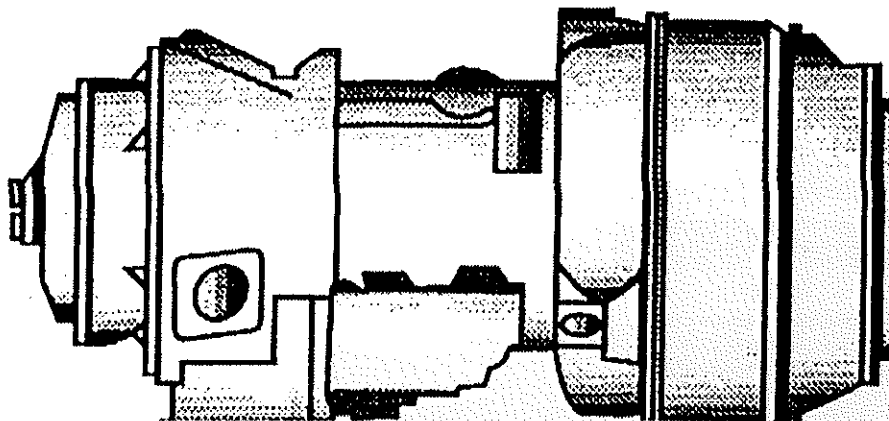
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MARYLAND
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Senior NCO: 1SG Ron Smith
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2-147 Aviation Regiment (Assault)
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ATTN: RBAV-ASLT
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Senior NCO: CSM Mike Mannion
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Gulfport

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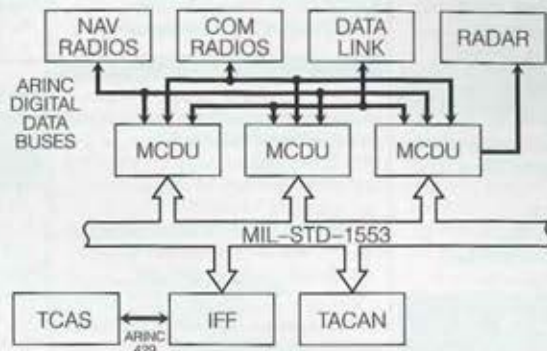
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Military Department
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Executive Officer: MAJ Allan M. Phaneuf
ATTN: AFRC-CKS-AV-DC
C: 816-348-2631
Senior NCO: CSM Doris Lewis
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Senior NCO: 1SG Charles Loendorf
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ASO: CW4 Ken Inabnit
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Senior NCO: 1SG Ronald Rasmussen
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C Co., 1-112th LUH

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Senior NCO: CSM Kent Robinson
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Commander: LTC Thomas E. Johnson
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Reno

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Trenton

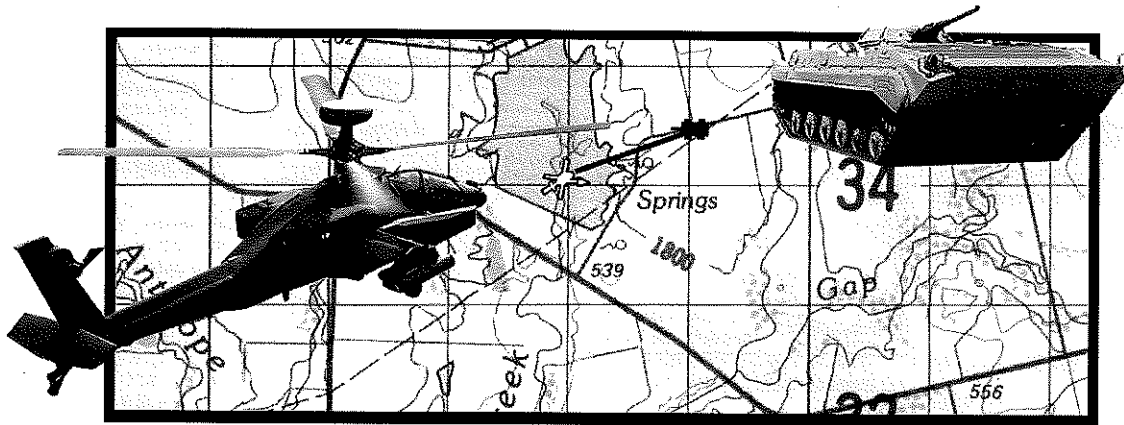
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P.O. Box 340
Trenton, NJ 08625-0340



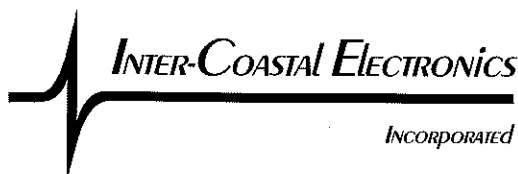
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MG Paul J. Glazar
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West Trenton

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Senior NCO: CSM James H. Marshall
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NEW YORK Fort Drum

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Senior NCO: SGT Ernie Gunter

**10th Aviation Brigade, 10th Mountain
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 Fort Drum, NY 13602



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**1st Battalion (Attack), 10th Aviation
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10th Aviation Brigade
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**2nd Battalion, 10th Aviation
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 South Riva Ridge
 Fort Drum, NY 13601



Commander:
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 C: 315-772-4305
 DSN: 341-4305

Executive Officer: MAJ Jonathan J.
 Reinebold
 ATTN: AFVS-AV-AHB
 C: 315-772-4687; DSN: 341-4687
SIP: CW3 David A. Kenny
 ATTN: AFZS-AV-AHB
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ASO: CW4 William E. Wallace
 ATTN: AFZS-AV-AHB
 C: 315-772-4416; DSN: 341-4416
MTFE: CW4 Armond Brasseur
 ATTN: AFZS-AV-AHB
 C: 315-772-6619; DSN: 341-6619



Senior NCO:
 CSM Timothy D. Paul
 ATTN: AFZS-AV-AHB
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Executive Officer: MAJ Edward P.
 Laviviere
 ATTN: AFZS-AV-CAV-XO
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SIP: CW3 Lee Tulin
 ATTN: AFZS-AV-CAV-ST
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Senior NCO: CSM Robert M.
 Stubblefield
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Latham

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New Windsor

**U.S. Military Academy Flight
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Rochester

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 Regiment, NYARNG**
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NORTH CAROLINA Fort Bragg

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Army Airfield**
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**18th Aviation Brigade
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1st Battalion, 159th Aviation Regiment

**18th Aviation Brigade
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1st Battalion, 58th Aviation Regiment (Corps) (Airborne)

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2d Battalion, 159th Aviation Regiment 18th Aviation Brigade

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82d Aviation Brigade 82d Airborne Division

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**82d Aviation Brigade
82d Airborne Division**
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MTFE: CW3 Pete Phillips
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1st Attack Helicopter Battalion 82d Aviation Brigade

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C: 910-396-2614; DSN: 236-2614
MTFE: CW4 Randy Olson
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C: 910-396-7163; DSN: 236-7163
Senior NCO: CSM Demitrio Orden
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2d Battalion (Assault), 82d Aviation Regiment 82d Aviation Brigade 82d Airborne Division

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229th Aviation Regiment (Airborne)
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1st Battalion, 229th Aviation Regiment
Fort Bragg, NC 28307



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3d Battalion, 229th Aviation Regiment "Hell's Angels"
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OKLAHOMA Fort Sill

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PENNSYLVANIA Annville

Det 1, 198th Medical Company (AA)
Bldg 19-119 FTIG
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Senior NCO:
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Philadelphia

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PUERTO RICO San Juan

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Rhode Island ARNG
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North Kingston

**Rhode Island ARNG Army Aviation
Support Facility**
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SOUTH CAROLINA Columbia

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Office of the Adjutant General**
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Eastover

**South Carolina Army National Guard
Army Aviation Support Facility**
1325 South Carolina Road
Suite 41
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**1/151 Aviation (Advanced Attack
Helicopter)**
10311 Garners Ferry Rd.
Eastover, SC 29044

Commander: LTC Earl M. Yerrick, Jr.
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Senior NCO: CSM George E. Dorr
C: 803-806-1717

SOUTH DAKOTA Rapid City

1085th Medical Company
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Rapid City, SD 57701-8708
Commander: MAJ Kit Cline
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**Office, State Army Aviation Officer,
South Dakota ARNG**
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**South Dakota Army National Guard
Army Aviation Support Facility**
Regional Airport
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Rapid City, SD 57701-8708
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TENNESSEE Chattanooga

**Tennessee Army National Guard
Aviation Support Facility 3**
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Jackson

**Tennessee ARNG Limited Army
Aviation Support Facility #4 (LAASF)**
McKellar-Sipes Regional Arpt.
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Nashville

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TEXAS Austin

**49th Armored Division Aviation
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49th Armored Division Aviation Brigade, HHC

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49th Armored Division Aviation Brigade, Company F, 149th Aviation

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7th Squadron, 6th Cavalry Regiment (ATKHB)

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ASO: CW3 Robert E. Schultz
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Fort Bliss

**Biggs Army Airfield
Garrison Command**
1733 Pleasonton Road
Fort Bliss, TX 79916-6816

Commander: CPT Timothy A. Basham
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Fort Hood

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Fort Hood, TX 76544

Commander: MAJ Jody E. Naron
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III Corps Aviation Officer: COL
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**4th Brigade (Avn), 4th Infantry
Division (MECH)**
Fort Hood, TX 76544



Commander:
COL Craig K. Madden
ATTN: AFZC-AV-CO
C: 254-287-4094
DSN: 737-4094
maddenc@hood-emh3.army.mil

Senior NCO: CSM Frank Hill
ATTN: AFVB-A-CSM
C: 254-287-4774; DSN: 737-4774

**1st Squadron, 10th Cavalry
4th Aviation Brigade
4th Infantry Division (Mech)**
Fort Hood, TX 76544-5200

Commander: LTC Joseph A. Moore, Jr.
C: 254-288-7799; DSN: 737-7799
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Executive Officer: MAJ Michael Senters
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Senior NCO: CSM George A. V. Bosley
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**1st Attack Battalion, 4th Aviation
Regiment
4th Infantry Division (Mech)**
Fort Hood, TX 76544-5200



Commander:
LTC Dyfied A. Harris
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C: 254-287-2364
DSN: 737-2364
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Executive Officer: MAJ Robert Hurne
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C: 254-287-2381; DSN: 737-2381
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SIP: CW4 Claudio R. Facundo
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ASO: CW4 Ed Petrow
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MTFE: CW4 Alan Ruzicka
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Senior NCO:
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CSM
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**2nd Battalion, 4th Aviation Regiment
4th Infantry Division (Mech)**
Fort Hood, TX 76544-5200

Commander: LTC Daniel J. Shanahan
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Executive Officer: MAJ Rob Foutz
C: 254-288-3162; DSN: 738-3162

SIP: CW3 Kirk O'Donnell
C: 254-287-4424; DSN: 737-4424

ASO: CW4 Richard Taylor
C: 254-287-7080; DSN: 737-7080

**404th Support Battalion (Aviation)
4th Infantry Division (MECH)**
Fort Hood, TX 76544

Commander: LTC Michael C. Sevcik
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**4th Brigade (Avn), 1st Cavalry
Division**
Fort Hood, TX 76545



**Brigade
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ASO: CW5 Gary W. Norton
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MTFE: CW5 Marvin T. Humble
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S-3: CPT Paul Cooke
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**1st Battalion, 227th Aviation
Regiment
4th Brigade
1st Cavalry Division**
Fort Hood, TX 76545



Commander:
LTC Michael N. Riley
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227-CO
C: 254-287-1618
DSN: 737-1618
RILEYM@hood-emh3.army.mil

Executive Officer: MAJ Chuck Harrison
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SIP: CW4 Timothy R. Mitcham
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ASO: CW4 Bob Davis
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MTFE: CW4 E. J. Mikeska
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C: 254-288-9733; DSN: 738-9733



Senior NCO:
CSM Walter Beckman
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227-CSM
C: 254-288-6754
DSN: 738-6754
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**1st Squadron, Seventh Cavalry
1st Cav Aviation Brigade**
Fort Hood, TX 76545-5113

Commander: LTC Robert D. Nossov
ATTN: AFVA-CAB-1/7CAV-CDR
C: 254-287-2811; DSN: 737-2811

Executive Officer: MAJ Michael J. Karr
ATTN: AFVA-CAB-1/7CAV-XO
C: 254-287-4080; DSN: 737-4080

SIP: CW4 Richard Guy
ATTN: AFVA-CAB-1/7CAV-SIP
C: 254-288-1034; DSN: 738-1034

ASO: CW3 Tommy Stames
ATTN: AFVA-CAB-1/7CAV-ASO
C: 254-288-1036; DSN: 738-1036

MTFE: CW3 Floyd S. Werner, Jr.
C: 254-287-3945; DSN: 737-3945

Senior NCO: CSM Johnnie Lightsey
ATTN: AFVA-4BDE-1/7CAV-CSM
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lightseyj@hood-emh3.army.mil

**2nd Battalion, 227th Aviation
Regiment**

**4th Brigade (Avn)
1st Cavalry Division**
Fort Hood, TX 76545

Commander: LTC Christine B.
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Executive Officer: MAJ Joseph M.
Kools

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SIP: CW3 Michael Wilson
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C: 254-288-1988; DSN: 738-1988

ASO: CW3 Randy Kirgiss
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kirgissr@centraltx.net

MTFE: CW4 Melville E. Macie
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C: 254-288-2170; DSN: 738-2170

Senior NCO: CSM Jimmy G. Ruiz
ATTN: AFVA-AB-2-227-CSM
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ruizj@hood-emh3.army.mil

**21st Cavalry Brigade (Air Combat)
III Corps and Fort Hood**
Fort Hood, TX 76544-5038



Commander:
COL Nathan W.
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Deputy Brigade Commander: LTC
Richard E. MacNealy
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Executive Officer: LTC Wayne A.
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SIP: CW5 Robert J. Whatley
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Senior NCO:
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36th Medical Evacuation Battalion
Fort Hood, TX 76544-5076

Commander: LTC Dave(P) McCrady
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507th Medical Company (Air Ambulance)
Fort Hood, TX 76544-5000
Commander: MAJ Jose A. Betancourt
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Aviation Systems Test Div., Aviation Test Directorate, USATEXCOM
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Grand Prairie

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Senior NCO: CSM Robert J. Barr
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MTP: Mr. Robert G. Seales
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GERMANY APO AE

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2-502d Aviation Regiment
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ASO: CW2 Joseph Osborn
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MTEF: CW3 Joe Q. Benton
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**1st Military Intelligence Battalion,
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CMR 430
APO AE 09096



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Senior NCO:
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159th Medical Company (AA)
CMR 467
APO AE 09096
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12th Aviation Brigade
Unit 29632
APO AE 09096-5000



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U.S. Army Flight Operations Detachment
USAREUR & 7th USA
Unit 29231
APO AE 09102



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207th Aviation Company, ODCSOPS, USAREUR
Unit 29231
APO AE 09102



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11th Aviation Regiment
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2d Squadron (Attack), 6th Cavalry "Fighting Sixth"
11th Aviation Regiment
APO AE 09140



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6th Squadron (Attack), 6th Cavalry "Sixshooters"
11th Aviation Regiment
APO AE 09140



Commander:
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7th Battalion, 159th Aviation Regiment
CMR 416
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4th Brigade, 1st Armored Division
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2nd Battalion, 501st Aviation Regiment
4th Brigade
CMR 477
1st Armored Division
APO AE 09165

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1-501st Attack Helicopter Battalion
4th Brigade
CMR 477
1st Armored Division
APO AE 09165-1539

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127th Aviation Support Battalion
Unit #20198
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236th Medical Company
CMR 402
APO AE 09180-3630

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1st Battalion, (Attack) 1st Aviation
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Aviation Brigade
1st Infantry Division
CMR 454
APO AE 09250



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2nd Battalion, 1st Aviation Regiment
CMR 454
APO AE 09250



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4th Brigade, 1st Infantry Division
CMR 454
APO AE 09250



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601st Aviation Support Battalion
DISCOM, 1st Infantry Division
CMR 454
APO AE 09250



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**KOREA
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Aviation Office, Eighth U.S. Army
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1st Battalion, 52nd Aviation
17th Aviation Brigade
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Camp Red Cloud Sub-Post Camp Page
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1st Battalion, 2nd Aviation Regiment
Aviation Brigade, 2ID
 Unit #15008
 APO AP 96208-0476



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2d Battalion (Assault), 2d Aviation Regiment
Aviation Brigade, 2ID
 Unit #15427
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Aviation Brigade, 2d Infantry Division
Unit #15435
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3d Squadron, 6th Cavalry
6th Cavalry Brigade (Air Cbt)
APO AP 96271



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Unit #15567
Camp Eagle, ROK
APO AP 96297



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JAPAN
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17th Aviation Brigade
Unit #15567
APO AP 96297-0626

78th Aviation Battalion (Provisional)
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☞ **Oct 12.** AAAA National Executive Board Meeting, Washington, D.C.

☞ **Oct 12.** AAAA Scholarship Foundation, Inc., Executive Committee Meeting, Washington, D.C.

☞ **Oct 24.** Army Aviation Center Chapter 7th Annual Chili 5K Race and Cook-Off, Center Parade Field, Fort Rucker. Contact Rich Carroll, (334) 255-3395.

☞ **Oct 27-29.** AHS/AAAA Eighth Helicopter Military Operations Technology (Helmet VIII) Specialist's Meeting, Williamsburg, VA.

☞ **Nov 13-14.** The Daleville & AAAA Annual Turkey Shoot and Shotgun Spectacular, Fort Rucker Skeet and Trap Range. Contact MAJ Rob Szempruch, (334) 255-8444.

☞ **Nov 17.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker, O'Club. Contact 1LT Derrick Jee (334) 255-2579.

☞ **Nov 17-19.** AEC Symposium, Ocean Place Resort, Long Branch, N.J.

☞ **Jan. 11-13, 1999.** AUSA/AAAA Aviation Symposium, Fairview Park Marriott, Falls Church, Va.

☞ **Jan 27-29.** 25th Annual Joseph P. Cribbins Product Support Symposium, Huntsville, AL.

☞ **May 9-12.** AAAA Annual Convention, Nashville, TN.

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BRIEFINGS



Secretary of Defense William S. Cohen has announced that the president has nominated **Maj. Gen. Daniel J. Petrosky**, United States Army, for appointment to the grade of lieutenant general and assignment as commanding general, Eighth United States Army/Chief of Staff, United Nations Command/Combined Forces Command/United States Forces Korea, Korea. Since September 1996, he has served as the commanding general, United States Army Aviation Center and Fort Rucker, Fort Rucker, Ala.



The Chief of Staff, Army, has approved the assignment of **Brig. Gen. Anthony R. Jones**, from Assistant Division Commander (Maneuver), 1st Armored Division, United States Army Europe and Seventh Army, Germany, to commanding general, United States Army Aviation Center and Fort Rucker, Ala. Change of command is scheduled for September 23, 1998.

The U.S. Army Space and Missile Defense Command's Ballistic Missile Targets Joint Project Office has selected **Orbital Sciences Corporation (OSC)** to provide suborbital launch vehicles and related services in support of the Consolidated Theater Targets Services (CTTS) program. OSC said its contract for approximately 50 vehicles could exceed \$200 million during the first five years of the CTTS program.

The **Javelin Joint Venture** — a cooperative effort of Raytheon Systems Company and Lockheed Martin Corp. — has received a \$165 million Defense Department contract for continued full-rate production of the Javelin anti-tank missile system. The award, the second increment of a three-year contract, allows continued fielding of the fire-and-forget missiles to Army and Marine Corps units. Missile delivery is scheduled to begin in October 1999 and end in October 2000.

The **Pintite Corp.** has begun production of its "Can't Loosen" Clamp, a high-performance, stainless steel worm gear hose clamp. The clamp's design incorporates a patented positive locking assembly which prevents the clamp from loosening under vibration. The company has received inquiries of interest from every branch of the armed services, and predicts widespread aviation use of the device. Phone: (888) PIN-CLAMP Fax: (888) FAX-4-PIN

Initial integration of the **Rolls Royce/Turbomeca RTM 322** engine into British Army WAH-64 Apache helicopters is under way at The Boeing Company's Mesa, Ariz., facility. Britain's Ministry of Defence (MOD) has ordered 67 WAH-64s, each using RTM 322 engines and incorporating Longbow fire-control radars. Boeing's production of eight WAH-64 Apaches and partial assembly of the remaining 59 examples were scheduled to begin in Mesa in April, with GKN Westland undertaking final assembly, flight testing, and delivery and support operations at its Yeovil, England, facility. Boeing's first WAH-64 deliveries to GKN Westland are scheduled for late September, with first deliveries by GKN Westland to the MOD slated for early 2000.

Unit personnel, family members and friends of the **80th Transportation Company and 334th Trans. Detachment** will hold a 40th anniversary reunion October 8-11 in Seattle, Wash. In 1958 H-21 helicopters of the 80th Trans. Co., supported by the maintainers of the 334th Trans. Det., conducted a milestone long-distance flight from Fort Riley, Kan., to Fort Richardson, Alaska. The 80th then became the first helicopter company to be stationed in Alaska, and its members went on to establish several other important aviation and unit records. For further information on the reunion, contact Col. Don Kaiserman (Ret.) at (516) 744-9455 or (516) 468-9231.

The **Defense Technical Information Center** will hold its Annual Users Meeting and Training Conference Nov. 2 through 5 at the DoubleTree Hotel in Alexandria, Va. The point of contact for the conference is Ms. Julia Foscoe, Conference Coordinator, Directorate of User Services, Special Programs Branch, at (703) 767-8236.

EXTEX Ltd., the world's largest independent source of FAA-approved replacement parts for the Allison 250 turboshaft engine, has introduced an exchange program for replacement turbine nozzles for the widely used helicopter powerplant. The program permits the exchange of any used EXTEX nozzle or Allison's MAR-M-247 nozzle for \$500 credit toward the purchase of a new EXTEX nozzle. For more information contact EXTEX at (602) 988-2000 or visit them on the Web at www.extex.com.

Lear Siegler Services Inc. has won a U.S. Army Communications-Electronics Command/U.S. Air Force Air Logistics Center contract to provide integrated engineering, operational support, maintenance, repair or upgrade of systems belonging to the Department of Defense or any other federal agency. The new five-year "Rapid Response to Critical System Requirements" task-order contract has a total value of \$1.85 billion. Under the contract, Lear Siegler and its team of 20 companies will support all the military services' aircraft, tracked and wheeled vehicles, shelters, ground-support equipment and personnel. The support could include studies and analysis, technology insertion, systems modifications, new equipment installation, or the design and remanufacture of critical parts.

The military health care system's transition to Tricare has prompted many questions from military beneficiaries. To provide military families and retirees - including those age 65 and over - easy access to the most current information about a high-quality Defense Department-sponsored Tricare alternative, the **Uniformed Services Family Health Plan (USFHP)** has created an Internet website at www.usfhp.com. The site offers information about enrollment, coverage areas, benefits, patient care and other topics.

The Uniformed Services Family Health Plan (USFHP) has established a nationwide, toll-free information line to assist military families and retirees with USFHP enrollment information. The number is (888) 258-7347. The USFHP currently cares for more than 113,000 eligible family members of active-duty personnel, retirees and their family members (including those 65 and over) through seven not-for-profit civilian health systems in 11 states.

CORRECTION: The Army has awarded **Sabreliner Corp.** a contract for overhaul of cold section modules of the T700-GE-700 and T700-GE-701C gas-turbine engines currently used on the UH-60 Black Hawk and AH-64D Apache Longbow helicopters. The contract is a five-year min/max contract for 90 to 460 cold section modules with a maximum value of approximately \$35 million. The quantity under contract today is 110 modules. The work is being accomplished at the Sabreliner facility in Neosho, Mo.

The U.S. Army Aviation Center at Fort Rucker, Ala., was scheduled to have completed its comprehensive realignment of units, aircraft and basefields by the time this issue went to press. The effort - intended to increase efficiency, prepare for the arrival of future systems and reduce some costs - altered a system in place since 1987 and did not affect the installation's tenant activities. Primary changes included the transfer of all TH-67 Creek training helicopters from Lowe Army Helipport to Cairns Army Airfield; the consolidation of all UH-1 Iroquois, OH-58C Kiowas and UH-60 Black Hawks at Cairns; the realignment of classroom space and equipment; the reassignment to the realigned basefields of some 300 military and civilian contract instructor pilots; changes to the maintenance system supporting basefield operations; and some changes to flight corridor and stagefield usage. CH-47D operations at Knox Army Helipport will remain unchanged, as will Hanchey Army Helipport's AH-64A and OH-58D mission. Plans call for incoming AH-64D Longbow Apaches and RAH-66 Comanches to be based at Hanchey.

Alliant Techsystems' Defense Systems Group has delivered an Outrider tactical unmanned aerial vehicle system to the Army for assessment at Fort Hood, Texas. The Outrider system, which includes both air vehicles and ground-control stations, will be evaluated for its overall military utility. Outrider has already amassed more than 75 hours of flight time over some 85 flights, with the longest flight thus far lasting two hours and 32 minutes. Alliant's Defense Systems Group was selected in May 1996 to develop the Outrider under a two-year Advanced Concept Technology Demonstration program.

The Aerospace Industries Association, the trade group representing the nation's manufacturers of aerospace equipment, has named **John W. Douglass** as its new president and chief executive officer. Douglass, assistant secretary of the Navy for research, development and acquisition since Nov. 1, 1995, will take up his new duties in September.

The U.S. Army Air-to-Ground Missile Systems (AGMS) Project Office and Longbow LLC, a Lockheed Martin/ Northrop Grumman joint venture, have been named winners of the Order of Daedalians' Frank C. Wolfe Memorial Trophy for the Longbow Hellfire anti-armor missile program. The Daedalian award is presented annually by the armed services to groups or organizations judged to have contributed the most outstanding weapon system operating in the aerospace environment.

Two Dutch aviation enthusiasts have formed an organization dedicated to tracing the history, development and use of the AH-64 Apache helicopter. The Apache Research Group (ARG) will collect and disseminate unclassified information and photographs, and will create and maintain a database tracking the history of each AH-64. Individuals wishing to know more about the ARG and its goals may contact the group by FAX at (31) 40-221-2025 or by e-mail at grasedg@concepts.nl.

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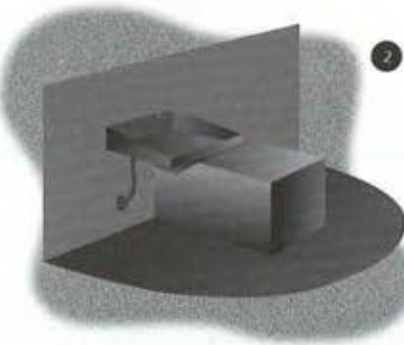
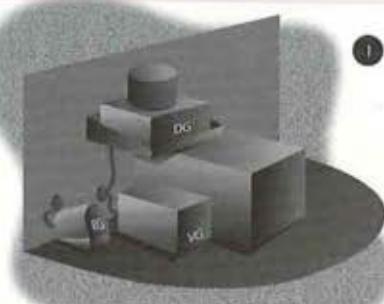
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LITEF

Black Hawk Gyro Replacement

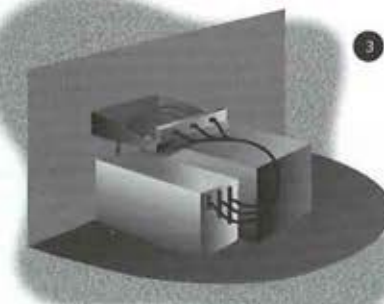
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The LCR-92H is a solid-state strapdown "fog" (fiber optic gyro) AHRS (Attitude Heading Reference System) which replaces older mechanical gyros. A single LCR-92H replaces three older gyros in the UH-60 with a highly reliable, accurate & cost effective system. The retrofit can be accomplished with a minimum of effort, without altering aircraft wiring. An adapter harness mates with the aircraft connectors, and the mounting hardware uses existing mounting holes. The existing compass flux valve and cockpit control unit remain, and are utilized by the LCR-92H AHRS. The procedure is as follows:



- Remove pilot side VG (CN-1314, CN-1497/A, or CN-811), the DG (CN-998) & the Rate Gyro (TRU-2/A)
- Bolt the connector mounting bracket of the adapter harness to top front of the DG shelf.
- Harness tie the VG, DG and Rate Gyro harnesses and reroute them to the connector mounting bracket.
- Plug the existing gyro connectors into the mating connectors on the mounting bracket.

- Install LCR-92H adapter plate and tray, utilizing existing three point VG mounting holes.
- Install LCR-92H AHRS in tray.
- Fasten D Sub connectors of mating harness to the LCR-92H AHRS.



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Masters, John Roy, 12445 Deer Ridge Court, Holts Summit, MO 65043.
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Aviation Branch Career News

The condensed lists presented below were extracted from PERSCOM's Web site. For up-to-the-minute news and the full text of the items extracted here, please refer to the PERSCOM Aviation Branch online newsletter at www.perscom.army.mil/opmd/avnews.htm and PERSCOM's "What's New" section at www.perscom.army.mil.

* = AAAA Members

FY98 Lieutenant Colonel Army Competitive Category Promotion Board Results

SEQ#	NAME	SEQ#	NAME	SEQ#	NAME	SEQ#	NAME
895	Alexander, David R.	557	Faupel, Thomas R.	871	Kodalen, Keith C.	215	Russell, Marvin N.
780	Balsh, Thomas A.	764	Finley, Henry L.	939	Larese, William S.	789	Schuroff, Louys P.
533	Ball, Arthur T.	665	Gaddis, Willie E.	586	Lauer, James J.	363	Selling, Brian R.
423	Barros, Roger J.	831	Gainey, Thomas K.	325	Layton, Daniel J.	168	Shaffer, Emmett C.
95	Bellows, Roderick A.	558	Garman, Patrick J.	90	Underman, Timothy	300	Smart, James A.
120	Blake, Harlan H.	199	Garrison, Michael E.	676	Loeffler, Andrew T.	781	Smidt, Jonathan J.
312	Bowler, Lynn N.	380	Genualdi, Dennis	675	Long, David S.	454	Sova, Robert J.
15	Bowlin, Harold C.	930	Georgia, Bruce A.	516	Mccaleb, Robert M.	599	Spencer, Michael A.
776	Boyer, Ricky R.	726	Greene, Keith D.	124	McNemey, Catherine	878	Steed, Roy D.
369	Brehm, Leslie M.	291	Gullot, Robert C.	361	Miller, Christopher	717	Stewart, Daniel S.
556	Brockman, Gregory A.	661	Hanson, Charles K.	201	Miller, James C.	993	Stewart, Michael D.
44	Burgess, Herbert L.	211	Hardy, Charles N.	109	Montgomery, Robert	940	Stockhausen, Richard
+1003	Buss, John C.	333	Hayes, Karen R.	982	Moore, Bruce	157	Stuckey, Barry L.
12	Campbell, Frederick	862	Hazelwood, Donald A.	+1040	Morris, William H.	465	Sumner, Wayne L.
197	Carroll, Carolyn A.	290	High, Steve W.	198	Murray, William E.	179	Sutton, Douglas M.
420	Ciluffo, Scott G.	332	Hodges, John S.	+1034	Muskopf, James A.	146	Terbury, Michael J.
214	Clymer, Peter E.	247	Howden, John M.	720	Nelson, Eric M.	213	Tionsong, Glenn D.
732	Colt, Jeffrey N.	280	Hunter, Robert G.	579	Netherland, Scott F.	165	Torrey, Samuel D.
691	Coyne, Eugene F.	501	Ingalls, Stephen A.	531	Paquette, Derek J.	844	Upright, James R.
473	Creamer, Timothy J.	456	Johnson, Brett E.	180	Parker, William E.	816	Veselicky, Frank
394	Crowell, Cynthia A.	142	Joiner, Michael A.	632	Pate, Maria C.	729	Westfall, Thomas F.
451	Davis, Dan J.	135	Jones, Jay R.	444	Pennycuik, Richard	37	Wirth, Walter M.
108	Depuglio, Michael P.	630	Karaus, John H.	447	Philbrick, Christopher	688	Wood, Charles H.
477	Devens, Christopher	926	Karr, Michael J.	230	Pierce, William A.	619	Wood, Paul J.
573	Dixon, Michael J.	874	Kelly, George G.	140	Pittman, Thurman M.	366	Yonts, James R.
588	Drake, Timothy E.	442	Keogh, Michael H.	694	Rainey, Walter P.	22	Yonts, Roger D.
721	Duncan, David E.	316	Kern, Russell J.	241	Reed, Charles R.		
497	Durham, Danny D.	711	Klatt, Kenneth W.	8	Rheinlander, Thomas		
977	Eberle, Joann Yvon	593	Klingels, Michael J.	377	Richardson, James M.		

FY98 CW5 Promotion Board Results (Aviator Warrant (Except 151A))

SEQ#	NAME	SEQ#	NAME	SEQ#	NAME	SEQ#	NAME
3	Andera, Donald G.	27	Gonsalves, George K.	25	Moring, Ronald C.	1	Skaaden, Richard A.
18	Anderson, George T.	24	Grissom, Allan L.	10	Muller, William C.	8	Struck, Thomas I.
5	Aslett, Zan D.	16	Johnson, Billy L.	19	Oates, James W.	4	Thorpe, Ricki K.
29	Bitecofer, Terrence	22	Jones, Keith J.	7	Ochranek, John A.	17	Wooten, Doyle N.
13	Borell, John R.	12	Larsen, Duane K.	23	Rhode, William F.	11	Wright, John D.
26	Collins, Raymond B.	31	Lucas, Harold F.	21	Roberts, Joseph C.	30	Zipolo, Gale E.
2	Eiland, Tommie L.	14	Moltenberry, John S.	20	Robertson, Gil H.		
9	El Terrence, F.	15	Moody, Ronald K.	28	Sangstad, Rodney L.		

Technical Services (Including Aviator Warrant 151A)

SEQ#	NAME
1	Moran, Homer L.

FY98 CW4 Promotion Board Results (Aviator Warrant except 151A)

SEQ#	NAME	SEQ#	NAME	SEQ#	NAME	SEQ#	NAME
174	Allred, Richard D.	79	Caprara, Robert A.	75	Durham, Mark J.	73	Glass, Charles R.
+203	Anderson, Alvin P.	4	Carr, Robert W.	45	Emery, Charles R.	187	Gloaves, Phillip G.
67	Arnold, David R.	6	Cavell, Brooks M.	41	Erwin, Jeffery W.	91	Gray, Steven G.
39	Astrup, John A.	35	Choate, Donald R.	+209	Evans, Richard	136	Gregorich, Henry J.
197	Badder, Frank C.	172	Chopra, Pramod P.	7	Fagan, Jeffery G.	50	Hammel, Paul D.
95	Baimforth, Dean S.	118	Clay, David Dee Jr.	59	Fall, Reed D.	55	Haney, Donald M.
1	Beal, Robert F.	62	Clegg, Michael E.	20	Farr, Dale G.	149	Hanks, Tommy W.
28	Beebe, Frederick R.	115	Cline, Kenneth W.	140	Flora, Brett R.	176	Hardy, James E.
+199	Bennett, Edward R.	48	Clough, Charles L.	166	Fletcher, Dennis M.	127	Harless, Hal G.
120	Bladinger, Steve S.	18	Collins, Tommy R.	85	Frabott, Terry L.	156	Haut, Daniel R.
+208	Blackstone, Bruce W.	44	Cook, Edward M.	169	Francis, Donald C.	90	Hawkins, Zane R.
163	Bland, Roy L.	101	Cook, George W.	135	Fremming, Eric D.	5	Hernandez, Eliseo G.
14	Boswell, Clint F.	+204	Cooper, David F.	108	Fry, Steven L.	36	Herrera, Pablo Jr.
42	Bourassa, Michael A.	22	Cooper, Jeffrey L.	74	Fuchs, Gregory P.	63	Higginbotham, K.
30	Bright, Robert D.	151	Dagostino, James R.	33	Gachupin, Samuel R.	121	Holan, Wray E.
83	Brown, Douglas B.	+198	Davis, Cleferd F.	96	Gamer, Michael S.	133	Holderby, James W.
159	Buck, Stanley J.	182	Day, Dodd M.	106	Garity, David P.	68	Hosley, Allen R.
71	Buckley, Richard A.	116	Denny, Scott	92	Gaston, David M.	+201	Houck, Timothy R.
124	Burhans, James R.	26	Detlefsen, Kevin M.	2	Georgeson, Alynn G.	24	Howard, Larry A.
143	Bushman, Frank G.	160	Dillon, Scott M.	29	Gerrish, Thomas W.	47	Hubacker, Mark E.
19	Cadwell, Neil St.	53	Duerst, Mark A.	164	Giacobbe, Louis S.	34	Huffman, Robert L.
109	Callahan, Brian D.	98	Duffy, John	147	Gideonse, Hendrik A.		<i>continued</i>

SEQ#	NAME
25	Jackley, Michael D.
157	Jackson, Thomas D.
21	Jaggers, David A.
61	Jensen, Kenneth C.
102	Joffion, Gregg A.
153	Johnson, George K.
144	Johnson, Ronnie L.
87	Jorgensen, Eric J.
89	Joyner, William G.
80	Keith, Stacy T.
167	Kelly, Quincy R.
32	Kenny, David A.
114	Killebrew, James H.
191	Klusacek, Ronald E.
16	Kreun, Warren D.
70	Lambert, Kerry L.
49	Lamont, Henri G.
110	Lansdowne, Kevin J.
112	Lasater, John M.
8	Leech, James R.
23	Lilleaas, Sveire
64	Lindgren, Dale C.
179	Lorenz, Scott A.
181	Lumley, David S.
12	MacDonald, Dana R.
122	Mallory, James P.
51	Martin, Carl R.
137	Mattingly, Troy D.
9	McArdle, Daniel C.
66	McCrea, Scott M.
69	McMahon, David J.
97	McSweeney, Eddie L.
107	Messerla, David M.
175	Miles, Robert E.
+207	Miller, Christopher
104	Miller, Retsae H.
78	Miller, Thomas I.
100	Milligan, David E.
17	Moinian, Shapour
13	Moorebrown, Dwight
150	Morgan, Gregory P.
178	Morrill, Sean
76	Morris, Edward G.
99	Morris, Steven A.
10	Morrison, Ross E.
184	Murdock, Mark M.
185	Musselwhite, Mark R.
129	Myers, James A.
77	Myres, Terrence A.
141	Navaro, Herbert R.
15	Northcutt, Tommy V.
+210	O'Donnell, Kirk A.
170	Ogburn, Marty W.
192	Olson, Marshall S.
126	Ottenbaker, Keith R.
93	Paasch, David H.
43	Pendley, Brian J.
196	Pennington, Coy J.
94	Peters, John M.
148	Petty, Robert D.
37	Phillips, Billy R.
189	Pratt, Michael J.
54	Pullen, Kenneth A.
11	Qualantone, Nicholas
173	Rhyne, Timothy N.
27	Richardson, Gary D.
131	Richie, James A.
+200	Riddle, Mark A.
139	Riffe, Daniel R.
119	Robinson, David A.
65	Salazar, Terry A.
113	Salemo, Anthony
+211	Sanders, Steven L.
56	Sandner, Tom
88	Shaffer, Robert E.
180	Shockney, Steven W.
81	Shroyer, Stephen M.
72	Sickels, Timothy A.
177	Smith, Brett C.
188	Smith, Gunder J.
145	Speller, Joel D.
165	Stille, Alfred
142	Stocker, Dennis L.
128	Stryker, Edmond L.
134	Sullivan, Billy E.
117	Swan, Howard L.
+205	Swann, David A.

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Parks College of Engineering and Aviation of Saint Louis University invites applicants for the Cobro Maintenance Science Scholarship to be awarded after November 1, 1998 for the semester beginning January 1999. The award will be for a minimum of \$19,000, renewable for up to three academic years.

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- Completed at least one full year's employment in the avionics or a related industry (including military service).

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38	Sweatt, Gene E.	+206	Tutin, Lee M.	154	Whittemore, Daniel
195	Szad, Charles R.	146	Vallieres, Richard	111	Wilson, Michael L.
3	Tagstrom, Robert G.	105	Vanderweyden, Roder	190	Wilson, Thomas G.
171	Taylor, Guy M.	52	Vanlandingham, Kevin	183	Wojtala, Thomas J.
158	Taylor, Mark H.	130	Walker, Billy Joe J.	58	Wood, Gregory A.
46	Taylor, Norris H.	138	Walker, Robert D.	82	Wood, Stanley L.
161	Terrill, Gary R.	103	Wargo, Owen S.	132	Wyatt, George H.
123	Thelin, Todd C.	31	Weddington, Michael	193	Zernan, Matthew A.
57	Thetford, Richard R.	60	Weist, Michael E.		
162	Thurmond, William L.	40	Wells, Reuben Kim		
+202	Turberville, Gregory	152	Werner, Floyd S.		+ Below the Zone



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"We Care About Training"

The article "Who Cares About Training" in the July issue of Army Aviation contains errors and requires clarification.

The Aviation PEO and subordinate project managers are directly responsible for the execution of Army funds. Planning and programming are the responsibility of the Army Staff, OSD, and Congress. A PM cannot "divert" congressionally directed funding. TRADOC, and not ODCSOPS, determines materiel requirements. And ODCSOPS, not the PM, prioritizes materiel requirements.

The article would have been more appropriately titled, "Why are Training Simulators Deficient?" The article does not mention maintenance trainers — a huge success story. No mention is made of New Equipment Training — another Aviation area of excellence. And no mention is made of the funding reductions to the flying hour program, perhaps aviation training's greatest challenge. While we are concerned with the condition of our manned simulators, we understand they are competing for scarce resources.

Money is a problem. Aviation's buying power has been reduced by 74 percent over the last decade. In FY 00 aviation will have the smallest procurement account of any of the major accounts, except ammo. In this environment, all money moves are zero-sum operations, to include congressional plus-ups. We cannot fund anything new without giving up funds elsewhere. While one may applaud the author's referenced plus-up for a geo-specific database, we can be assured it was resourced at the expense of another Army priority.

The future budget outlook indicates more cuts are on the way. In this environment, aviation is developing a true Army After Next system, Comanche; fielding a true leap-ahead capability in Longbow Apache; starting EMD on the Improved Cargo Helicopter; buying new UH-60s; and maintaining readiness rates well above DA goals for the active fleet.

It is an insult to the dedication and professionalism of our military and civilian PEO team to state they don't have the understanding or expertise to contribute to the training of line pilots. Many officers and civilians in the PEO are combat veterans, most with current and past operational flying experience. To imply their sole interest is how they are graded on evaluations, and not on meeting the needs of soldiers, is far from the truth. Examples of intense PM interest in training are the ongoing, near flawless fielding of the Longbow Apache to Fort Hood and the production of the Longbow Crew Trainer scheduled for fielding in FY 99, both results of user-PM partnership in training.

As to the assertion by the author that the AMCOM commanding general and I are doing a poor job of managing our PMs in the area of simulators, I will accept that criticism on my behalf only. But, we all are trying to do better. Following the Aviation Center's leadership AMCOM, PEO Aviation, Army National Guard, STRICOM and DA have been working together to try to find funding for Aviation's manned simulator strategy. All have contributed toward the AVCATT effort. Bottom line: We care about training.

Maj. Gen. James R. Snider

Dear Editor:

The sun shines bright on Army aviation today.

As an old time Army Aviator with happy memories of the late 1960's and early 1970's when there were over 10 Lt. Generals and a bunch of major generals wearing wings on active duty, I have been "belly aching" about the dearth of Army aviators in command and key positions. This past summer I visited Fort Carson, Colo. The visit was enlightening and heart lifting.

I knew the commanding general was an Army aviator having met him at the Aviation Leaders Conference at Fort Rucker in February. During my brief visit I learned that since September 1997 through August 14, 1998 Fort Carson's commanding general, deputy commanding general and chief of staff have all been Army aviators. The roster is:

- CG—MG John M. Riggs AV
- DCG—BG John K. Schmitt AV
- C/S—Col. Dennis L. Cripps AV (retired 20 July)
- C/S—Col. Randal M. Tieszen AV (replaced Col. Cripps)

In addition to the above, I learned that their boss, the new III Corps Commander, Lt. Gen. Leon J. LePorte, wears Army aviator wings.

To really put the icing on the cake I just learned that Ron Adams, a previous Branch Chief, and Dan Petrosky, the present Branch Chief, are being promoted to Lt. Generals.

Today's Army aviators make all of us old timers very proud of you.

Robert R. Williams
Lt. Gen. U.S. Army (Ret)

Dear Editor:

"Who Cares About...?"

In his July article "So, Who Cares About Training?" Matthew R. Kambrod presented a vividly true picture of the sad state of our aviation simulation training devices. He has clearly hit on some very key issues that need to be addressed now and about which appropriate actions need to be taken. Beyond the poor condition of the devices, however, is the frightening debasement of the training personnel positions. Those trainers are the very people that instruct our aircrews.

What has been happening recently is that there are a number of unqualified Department of the Army civilian (DAC) personnel now imparting Aircrew Training Manual (ATM) instruction to all manner of aviators (Army, allied and other). These people have been classified in the Civil Service GS-1712 job series in grades 9 through 13. Some have job descriptions that clearly allow the gamut of flight instruction at all levels. The problem is that some of these DACs are not even rated aviators, others are not rated in the particular aircraft for the flight simulator they are instructing about, and others are not instructor pilots and/or instrument flight examiners.

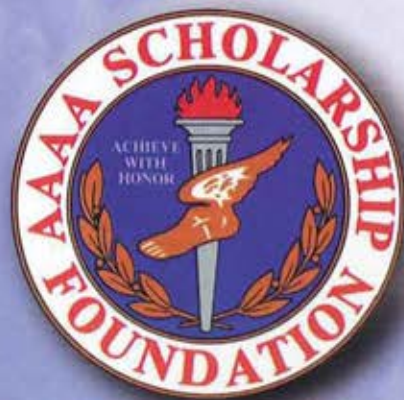
The question begging to be asked is: "How is anyone able to enact the duties of a fully qualified instructor pilot or instrument flight examiner if they are not so qualified?" I cannot answer that question.

The Directorate of Evaluation and Standardization (DES) at Fort Rucker is fully empowered to conduct standardization functions at all levels of Army aviation, and regularly does so worldwide. The one issue in which DES has no say, however, is DAC job classification. Simply "classifying" someone to do certain things does not mean that person is qualified to do those tasks. In the case presented here personnel are clearly being "misclassified" and certainly "misutilized." Giving an unqualified person the "pseudo-license" of an instructor pilot or instrument flight examiner destroys the very essence of the standardization program, opens the door to increasingly deficient training and seriously jeopardizes the safety of our aircrews.

Yes, we most definitely need the best equipment updated to the latest configurations, but we also need qualified personnel to do the training. So, who cares about training? Well, it better be every last one of us, because training is the only proven way of providing proficient and safe combat-ready aviators.

CWO 4 Gary W. Helmer (Ret.)

PICTURES AND NAMES OF THE 1998 AAAA
SCHOLARSHIP RECIPIENTS APPEAR ON THE
PAGES THAT FOLLOW



EDUCATION

THE WEAPON OF CHOICE

in the strategy for success

Congratulations to the 82 recipients of 1998 AAAA educational grants and loans! These award winners were selected from more than 200 applicants to receive more than \$182,000. With this financial assistance, these students will be armed with the educational weapons needed to succeed and to help make their dreams come true.

**For more information
and scholarship
applications, contact:**

**AAAA Scholarship
Foundation, Inc.**
49 Richmondville Ave.
Westport, CT 06880-2000
(203) 226-8184
Fax: (203) 222-9863
aaaa@quad-a.org

Thanks to the very generous support of AAAA members, corporate contributions, and AAAA chapter fundraising efforts, 1998 had the largest number of award winners and the greatest amount of money ever awarded in a single year since the AAAA Scholarship Foundation was formed in 1963.

Individual and corporate contributions to the AAAA Scholarship Foundation are tax deductible. Opportunities to contribute include one-time donations, memorial scholarship and permanently funded grants. Contributions also are taken through the Combined Federal Campaign.



\$180,000 in Scholarships To Benefit AAAA Members

MG Robert S. Frix, Ret.

President, AAAA Scholarship Foundation, Inc.

One of AAAA's greatest membership benefits, the AAAA Scholarship Program continues to get bigger and better. This year we awarded a record \$180,000.00 to a record number of outstanding students. The 82 students on the next few pages are related to AAAA members ranging from enlisted to general officers. Another record was set as 17 students were related to or were Aviation Warrant Officers. In general, five members themselves, eight spouses, and 65 children of members won awards.

Thirty graduate, 68 upperclassmen, and 103 freshmen applicants competed for awards this year. 33% of the graduate, 40% of the upperclassmen, and 44% of the freshmen applicants won awards.

The average Quality point averages of the graduate winners was 3.84; upperclassmen winners - 3.76; and an astounding 3.96 for freshmen.

Keep in mind that this is a merit based ONLY scholarship program. The Awards Board under the direction of its chairman, MG Tom Garrett, is run with complete integrity. All names of the applicants and the ranks and names of their AAAA member relatives are removed from the files before they are boarded. Financial need is not considered and no references to finances are included in the files.

Furthermore, 100% of your donations is applied to scholarship principal and awards. All expenses are generously underwritten by the Army Aviation Association of America, Inc. in order to allow the AAAA Scholarship Foundation, Inc. to operate at 100% efficiency!

We are very proud of these students. Please join us in celebrating their excellence.



AAAA National Scholarship - \$15,000 (\$3,750 a year for four years) Zeb M. Kaylor, son of CW4 R. S. Kaylor (Ret.), Fayetteville, NC - North Carolina State.



The GEN Frank S. Besson, Jr. Memorial Scholarship - \$15,000 (\$3,750 a year for four years) Brendan J. Dixon, son of Ms. Joanne E. Dixon, Pasadena, CA - Stanford University.



The LTG William B. Bunker Memorial Scholarship - \$15,000 (\$3,750 a year for four years) Michael J. Siverd, son of Dr. Jim Siverd, Madison, AL - Massachusetts Institute of Tech.



The BG Robert M. Leich Memorial Scholarship - \$5,000 (\$1,250 a year for four years) Johnathan D. Thill, son of CW4 David C. Thill, Ret., Enterprise, AL - Auburn University.



The BG O. Glenn Good-hand Memorial Scholarship - \$5,000 (\$1,250 a year for four years) Karen J. Vreeman, daughter of CW4 Timothy J. Vreeman, Ret., Lakewood, WA - Dordt Coll



The Bryce Wilson Memorial Scholarship - \$5,000 (\$1,250 a year for four years) Jade N. Grimmus, daughter of SSG Douglas L. Grimmus, Albany, OR - Brigham Young University.



The AAAA National Scholarship (Aeronautical) - \$4,000 (\$1,000 a year for four years) Joseph M. Bazzetta, son of Jerry M. Bazzetta, St. Louis, MO - St. Louis University.



The Monmouth Chapter (Hogelin/O'Donnell Memorial) Matching Scholarship - \$4,000 (\$1,000 a year for four years) Jeffrey R. Pribyl, son of Richard E. Pribyl, Eatontown, NJ - Duke University.



The North Texas Chapter Matching Scholarship - \$4,000 (\$1,000 a year for four years) Stephanie E. Patterson, daughter of CW4 Clifton E. Patterson, Ret., Arlington, TX - Texas A&M Univ.



The Tennessee Valley Chapter (Colleen Hipp) Matching Scholarship - \$4,000 (\$1,000 a year for four years) Erica N. Moore, daughter of LTC Steven R. Moore, Madison, AL - Univ. of Missouri.



The Central Florida Chapter Matching Scholarship - \$3,000 (\$1,500 a year for two years) Benjamin J. Kravitz, son of Len R. Kravitz, Orlando, FL - Boston University.



The Monmouth Chapter (B. Howard Dean/Ken K. Kelly) Matching Scholarship - \$3,000 (\$1,500 a year for two years) Eric E. Sharret, son of Igal P. Sharret, Eatontown, NJ - Princeton University.



The Helen Cribbins Memorial Scholarship - \$3,000 (\$1,500 a year for two years) Lauren A. Stearns, daughter of LTC David M. Stearns, Enterprise, AL - Furman University.



The Joseph P. Cribbins Scholarship - \$3,000 (\$1,500 a year for two years) Andrew C. Lebsack, son of MAJ Dale E. Lebsack, Ret., Enterprise, AL - Troy State University.



The Central Florida Chapter Matching Scholarship - \$2,000 (\$1,000 for two years) Jacob P. Birmingham, son of LTC Robert P. Birmingham, Orlando, FL - University of Central Florida.



The Flying Tigers Chapter Matching Scholarship - \$2,000 (\$1,000 for two years) Jonathan N. Mand, son of Lawrence R. Mand, New Albany, IN - Purdue University.



The Savannah Chapter Matching Scholarship - \$2,000 (\$1,000 for two years)
Heather R. Hungerford, daughter of MAJ Dale A. Hungerford, Ret., Savannah, GA - Armstrong Atlantic State University.



The Donald F. Luce Corporate Matching Scholarship - \$2,000 (\$1,000 for two years)
Susan M. Tomaine, daughter of Robert L. Tomaine, Huntsville, AL - Georgetown Univ.



The Monmouth Chapter Matching Scholarship - \$2,000 (\$1,000 for two years)
Anna C. Oleinik, daughter of Leonid Oleinik, Ocean, NJ - Rutgers State University.



The Monmouth Chapter (Kahl Winter) Matching Scholarship - \$2,000 (\$1,000 for two years)
Juan C. Quinones, son of Patrick A. Quinones, Brick, NJ - Rutgers State University.



The Lindbergh Chapter Matching Scholarship - \$1,500 (\$1,500 for one year)
Michael S. Whitaker, son of John M. Whitaker, Florissant, MO - University of Missouri.



The Phantom Corps Chapter (Coldwell Banker) Matching Scholarship - \$1,500 (\$1,500 for one year)
Adam L. Golson, son of LTC Ellis W. Golson, Harker Heights, TX - University of Alabama.



The AAAA National Scholarship - \$1,500 (\$1,500 for one year)
Justin A. Kromets, son of CW4 Jerry A. Kromets, Ozark, AL - Virginia Tech.



The Jane & Wayne Phillips Memorial Scholarship - \$1,500 (\$1,500 for one year)
Guy A. Rogers, III, son of LTC Guy A. Rogers, II, Fort Leavenworth, KS - Texas A&M University.



The AAAA National Scholarship - \$1,500 (\$1,500 for one year)
Megan L. Galbreath, daughter of LTC Durward H. Galbreath, Ret., Essex Junction, VT - University of Vermont.



The Air Assault Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Lisa G. Lynch, wife of CW4 Brian E. Lynch, Ret., Clarksville, TN - Austin Peay State University.



The Aviation Center Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Leslie E. Redington, daughter of John V. R. Redington, Enterprise, AL - Rhodes College.



The Aviation Center Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Misty Y. Boaz, daughter of MW4 James M. Boaz, Ret., Enterprise, AL - University of Alabama.



The Aviation Center Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Brandy A. Burhans, daughter of CW3 James R. Burhans, Fort Rucker, AL - Bradley University.



The Cedar Rapids Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
James J. Utley, son of LTC James L. Utley, Ret., Peachtree City, GA - Auburn University.



The Colonial Virginia Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Tracy M. Braddy, daughter of COL William L. Braddy, Jr., Chesapeake, VA - Univ. of North Carolina.



The Greater Atlanta Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Sharon A. Vanarsdale, daughter of COL Michael J. Vanarsdale, Ret., Peachtree City, GA - University of Georgia.



The Monmouth Chapter (Ablett/Gobel Memorial) Matching Scholarship - \$1,000 (\$1,000 for one year)
Alexander Cortez III, son of Alexander Cortez, Jr., Howell, NJ - LaSalle University.



The Tennessee Valley Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Sara C. Vins, daughter of LTC Joseph J. Vins, Ret., Madison, AL - University of Maryland.



The Washington-Potomac Chapter (Robert F. Molinelli) Matching Scholarship - \$1,000 (\$1,000 for one year)
Justin T. Wills, son of LTC Thomas G. Wills, Woodbridge, VA - Virginia Polytechnic Institute.



The Washington-Potomac Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
Kelly M. Newsome, daughter of COL Charles H. Davis, Gaithersburg, MD - University of Maryland.



The Washington-Potomac Chapter Matching Scholarship - \$1,000 (\$1,000 for one year)
MSG Tanya R. Whitney, Dale City, VA - Embry Riddle Aeronautical College.



The CW3 Stephen A. Hansen Memorial Scholarship - \$1,000 (\$1,000 for one year)
Teresa M. Rini, daughter of COL Thomas J. Rini, Seoul Korea - Boston College.



The Army Aviation Publications, Inc., Corporate Matching Scholarship - \$1,000 (\$1,000 for one year)
Kyrath M. Davis, daughter of LTC Gary R. Davis, Ret., Mullica Hill, NJ - Rosemont College.



The DynCorp Corporate Matching Scholarship - \$1,000 (\$1,000 for one year)
Laura L. Finder, daughter of CW3 Adolph J. Finder, Ret., Mount Vernon, MO - Georgia Institute of Technology.



The Raytheon Corporate Matching Scholarship - \$1,000 (\$1,000 for one year)
Jennifer L. Grafton, daughter of Daniel A. Grafton, Madison, MS - William Carey College.



The Igor Sikorsky Memorial Corporate Matching Scholarship - \$1,000 (\$1,000 for one year)
Kelly L. Maynard, daughter of Charles B. L. Maynard, Wallingford, CT - Tufts University.



The Westar Corporate Matching Scholarship - \$1,000 (\$1,000 for one year)
Chad T. Hoffman, son of MAJ Floyd T. Hoffman, Ret., O'Fallon, MO - Anderson University.



The AAAA Spouse Scholarship - \$1,000 (\$1,000 for one year)
Rebecca S. Mullin, wife of CPT Patrick J. Mullin, Waipahu, HI - University of Hawaii.



The AAAA Spouse Scholarship - \$1,000 (\$1,000 for one year)
Kelly R. Kerrigan, wife of CPT Shawn R. Kerrigan, Glen Allen, VA - J. Sargeant Reynolds Community College.



The AAAA Company Grade Officer Member Scholarship - \$1,000 (\$1,000 for one year)
CPT Ronald G. Shashy, Ocala, FL - University of South Florida.



The AAAA Company Grade Officer Member Scholarship - \$1,000 (\$1,000 for one year)
CPT Jeffrey A. Walsh, Converse, TX - St. Mary's University.



The AAAA Warrant Officer Member Scholarship - \$1,000 (\$1,000 for one year)
CW4 Thomas N. Lloyd, Ret., Ankeny, IA - Iowa State University.



The AAAA Warrant Officer Member Scholarship - \$1,000 (\$1,000 for one year)
CW2 Matthew E. Luther, Honolulu, HI - Regis University.



The AAAA Enlisted Member Scholarship - \$1,000 (\$1,000 for one year)
SPC John W. James, Logan, UT - Utah State University.



The AAAA Enlisted Member Scholarship - \$1,000 (\$1,000 for one year)
SFC Lisa R. Morgan, Wahiawa, HI - Chaminade University of Honolulu.



The AAAA Department of the Army Civilian Member Scholarship - \$1,000 (\$1,000 for one year)
Mary Anne Woytus, St. Peters, MO - University of Missouri.



The AAAA Department of the Army Civilian Member Scholarship - \$1,000 (\$1,000 for one year)
Rita P. Lozano, Corpus Christi, TX - Delmar College.



The COL D. L. Bristol Memorial Scholarship - \$1,000 (\$1,000 for one year)
Megan K. Kelley, daughter of LTC John M. Kelley, Ansbach, Germany - Drake University.



The Leo E. Bergeron AAAA Life Member Memorial Scholarship - \$1,000 (\$1,000 for one year)
Colin C. Murchie, son of Gates S. Murchie, Vestal, NY - Cornell University.



The AAAA National Scholarship - \$1,500 (\$1,500 for one year)
Sienna L. Moran, daughter of CPT Stephen R. Moran, Huntington, NY - Drew University.



The AAAA National Scholarship - \$1,000 (\$1,000 for one year)
Kelli S. Hancock, daughter of LTC Rickie D. Hancock, Ret., Windham, NH - Valparaiso University.



The AAAA National Scholarship - \$1,000 (\$1,000 for one year)
Lisa M. Roll, daughter of LTC Darrell L. Roll, Lebanon, IL - Illinois College.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Pamela R. Horn, daughter of Charles I. Horn, St. Louis, MO - St. Louis University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Rachael B. Novier, daughter of COL Frank H. Novier, Fort Sam Houston, TX - Texas Tech University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Anna L. Matusiewicz, daughter of LTC Daniel A. Matusiewicz, Ret., Jackson, MS - University of Mississippi.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Jason P. York, son of MAJ Michael J. York, Fort Leavenworth, KS - Tulane University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Kisti B. Cadwell, daughter of CW3 Neil S. Cadwell, Colorado Springs, CO - Lubbock Christian University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Erin M. Whitaker, daughter of John M. Whitaker, Florissant, MO - Trinity University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Angela M. Panahi, wife of SSG Ramin H. Panahi, Fort Rucker, AL - Troy State University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Kathleen C. Smalligan, daughter of Paul Smalligan, Alamo, CA - Pomona College.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Jessica A. Paramore, daughter of LTC Jerry S. Paramore, Ret., Macon, GA - University of Georgia.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Kristin D. Lindsey, daughter of G. Dwight Lindsey, Dothan, AL - University of South Alabama.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Sarah B. St. Jean, wife of MAJ A. Christopher St. Jean, Williamsburg, VA - Thomas Nelson Community College.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Jennifer N. Alfaro, daughter of LTC Miguel Alfaro, Ret., San Antonio, TX - Our Lady of the Lake University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Nicholas J. Livak, son of LTC Heldur Liivak, Hampton, VA - Virginia Commonwealth University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Dale S. Rogers, wife of CW2 Jack V. Rogers, II, Ret., Dallas, TX - Tarleton State University.



The AAAA Upperclassman Scholarship - \$1,000 (\$1,000 for one year)
Kathy J. Crisp, wife of MSG Dennis D. Crisp, Ret., Enterprise, AL - Troy State University.



The AAAA Graduate Scholarship - \$1,000 (\$1,000 for one year)
Amy E. Hedges, daughter of CW4 John R. Hedges, Ret., Cornwall-on-Hudson, NY - Eastern Virginia Medical School.



The AAAA Graduate Scholarship - \$1,000 (\$1,000 for one year)
Danielle M. Wise, daughter of CW5 James F. Wise, Fayetteville, NC - University of North Carolina.



The AAAA Graduate Scholarship - \$1,000 (\$1,000 for one year)
Deborah R. Bainbridge, wife of CW2 Shawn A. Bainbridge, Stockton, CA - University of the Pacific.



The AAAA Graduate Scholarship - \$1,000 (\$1,000 for one year)
Megan K. Yunghans, daughter of LTC Richard L. Peters, Ret., Orlando, FL - University of Miami.



The AAAA Scholarship Interest-Free Loan - \$4,000 (\$1,000 a year for four years)
Adam C. Jerauld, son of LTC(P) Gary D. Jerauld, St. Charles, MO - University of Maryland.



The AAAA Scholarship Interest-Free Loan - \$4,000 (\$1,000 a year for four years)
Carrie E. Rees, daughter of MG Raymond F. Rees, Salem, OR - Western Washington University.



The AAAA Scholarship Interest-Free Loan - \$4,000 (\$1,000 a year for four years)
Mary C. Konitzer, daughter of BG Thomas J. Konitzer, Ret., Evans, GA - Vanderbilt University.



The AAAA Scholarship Interest-Free Loan - \$4,000 (\$1,000 a year for four years)
Elizabeth B. Motley, daughter of LTC Campbell M. Motley, Ret., Woodbridge, VA - Virginia Polytechnic Institute.



The AAAA Scholarship Interest-Free Loan - \$4,000 (\$1,000 a year for four years)
Sarah M. Sled, daughter of CW2 Thomas Sled, Ret., Grover Beach, CA - University of California, Berkeley.

● CFC ● CFC ● CFC ● CFC ● CFC ● CFC ●



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

Please consider making a CFC-sponsored contribution to the AAAA Scholarship Foundation this year.



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

Robert Szerszynski has been selected as the first AAC Competitive Development Group (CDG) for PM. Bob is a member of YG97 CDG program and is assigned to a developmental assignment at the U.S. Army Test and Evaluation Command in Aberdeen Proving Ground, Maryland. He is currently a student at the Advanced Program Management Course at the Defense Systems Management College. Mr. Szerszynski was the Only DAC selected in this first ever truly combined military/civilian PM selection board. He is a Life Member of AAAA, and has worked in Army Aviation for more than 15 years.

Col. Davis D. Tindoll, Jr. has been named Chief of Staff for the US Army Aviation Center and Fort Rucker. Tindoll was serving as the Director of Plans, Training, Mobilization, and Security at Fort Rucker when selected as the interim Chief of Staff. **Col. Robert D. Carter** succeeded Tindoll to become the new Director of Plans, Training, Mobilization, and Security effective July 8.

Lt. Col. James S. McGhee assumed the duties of Dean of the US Army School of Aviation Medicine at Fort Rucker from **Col. John M. Blough** on Aug. 10. McGhee recently departed as the Chief of the Department of Primary Care, DeWitt Health Care System at Fort Belvoir, Va. Blough, who has served as the Dean for the past two years, retires after 28 years of service and plans to practice medicine in Arton, Ala.

Command Sgt. Maj. Dianne Williams, assumed responsibility from **CSM John E. Lawrence** as the Command Sergeant Major of the Aviation Training Brigade at Fort Rucker on August 31. Williams previously served as the CSM of 164th Air Traffic Services Group in the Republic of Korea. Lawrence, who has served as the ATB CSM since May 1, 1997, retires after 30 years of service.

Brig. Gen. Craig D. Hackett has been named as the new Assistant Division Commander (support) of the 25th Infantry Division (Light) in Hawaii. Hackett has been serving as the Director of Integration, Office of the Assistant Deputy Chief of Staff for Operations and Plans for Force Development in Washington D.C. since August 1997.

Brig. Gen. Dell L. Dailey, will move from Assistant Division Commander, 101st Airborne Division (Air Assault), Fort Campbell, Kentucky to Director, Requirements and Strategic Assessments, J-7, US Special Operations Command, MacDill Air Force Base, Fla. Date to be determined.

New Chapter Officers

Aloha:

CWO 4 Jeff Elmore, VP for Warrant Officers.

Army Aviation Center:

Capt. Edward W. Rhinier, VP Scholarships; Cmd

Sgt Maj. Sanford C. Tanna, Vice President

Enlisted Affairs; Col. Gary N. Matteson,

USAAMC Representative.

Colonial Virginia:

Lt. Col. John S. Kane, Senior Vice President.

Morning Calm:

Maj. Bruce J. Gorski, Secretary.

Nile Delta:

CWO 3 Robert J. Novak, President.

Oregon Trail:

CWO 3 Joseph P. Mollahan, Treasurer.

Ragin' Cajun:

Capt. Scott P. Ditto, Treasurer; CWO 3 Thomas

D. Lawson, VP Membership.

Stonewall Jackson:

CWO 3 Wayne T. Martell, Treasurer.

Sinai:

Capt. Ronald E. Richards, Jr., Secretary.

Spec. Orlando L. Vazquez

July 1998

(North Country Chapter)

AAAA Soldiers of the Quarter

A Chapter Program to Recognize Outstanding Aviation Instructors on a Quarterly Basis

SSgt. Timothy K. Bahadar

3rd Quarter FY98

(Colonial Virginia Chapter)

Spec. Timothy C. Crosby

3rd Quarter FY98

(Aviation Center Chapter)

AAAA NCO of the Quarter

A Chapter Program to Recognize Outstanding NCOs on a Quarterly Basis

Sgt. Richard S. Adams

3rd Quarter FY98

(Aviation Center Chapter)

Honorary AAAA Members

Maj. Gen. Roger C. Schultz

New AAAA Industry Members

Starmet Corporation

Concord, MA

Aces

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

Maj Robert L. Douthit

Maj Robert D. Marcinhowski

CWO 4 Don M. Muschler

Maj Darryl T. Shamblin

Ms. Sheila I. Visconti

Lt. Col. Scott D. Wagner

Mr. Michael G. Younce

New AAAA Order of St. Michael Recipients

Col. Stephen G. Kee (Silver)

CWO5 George W. Foley (Silver)

Col. Billy R. Wood (Bronze)

Col. David Valcourt (Bronze)

Maj. Thomas F. Schneider (Bronze)

CWO 4 Michael R. Sherman (Bronze)

MSgt. Raymond Lopez (Bronze)

Brig. Gen. Zannie O. Smith (Bronze)

Lt. Col. Dorothea M. Cypher-Erickson (Bronze)

Maj. Steven W. Kihara (Bronze)

Maj. Donald R. West (Bronze)

CWO 4 Donald W. Wright (Bronze)

CWO 4 Richard M. Gotz (Bronze)

SFC Jorge Soriano (Bronze)

Lt. Col. Mark J. McKearn (Bronze)

Lt. Col. William G. Braun III (Bronze)

Col. Cecil B. Hengeveld (Bronze)

CWO 4 Carlton R. Jenkins (Bronze)

Lt. Col. Victor P. Chargualaf (Bronze)

CWO 4 Robert A. Plomski (Bronze)

Lt. Col. Kenneth R. Crook (Bronze)

Merton S. Dubois* (Bronze)

Maryann Trittschuh (Bronze)

Lt. Col. William F. Jernigan, Jr. (Bronze)

Dale L. Hanson (Bronze)

Maj. Gen. Joseph K. Kellogg, Jr. (Bronze)

CWO 5 Robert A. Brooks (Bronze)

CWO Carroll M. Roberts (Bronze)

Lt. Col. Oren L. Hunsaker (Bronze)

Maj. Gary Jones (Bronze)

Maj. Eduardo Gutierrez (Bronze)

Maj. Gregory A. Brockman (Bronze)

Maj. Donald G. Lisenbee, Jr. (Bronze)

Maj. Christopher D. Wright (Bronze)

Lt. Col. Gary M. Servold (Bronze)

Maj. Eugene F. Coyne (Bronze)

Leslie H. Locke (Bronze)

*posthumous

New AAAA Life Members

Mr. Charles W. Aten, II

Mr. David E. Boyken

Col. Daniel E. Fleming, Ret.

CWO 4 David N. Kenolio, Jr., Ret.

Lt. Col. John N. Lawless, Jr.

Capt. Charles R. Seymour III

Lt. Col. Robert M. Williams, Ret.

Maj. John M. Wilson

New AAAA Sustaining Members

Waylon Jones RV Camping Center

In Memoriam

Mr. Merton S. DuBois

CWO 4 Robert E. Howard, Ret.

Col. Robert E. Oberg, Ret.



North Texas Chapter

Webb Joiner, Bell Helicopter Chairman, Honored by AAAA

On June 6, 1998, during a joint AAAA/U.S. Army Association (AUSA) business meeting held at the Texas Star Golf Resort, Mr. Webb Joiner (center), Chairman Bell Helicopter Textron, was presented with the prestigious Honorable Order of St. Michael Silver Award by the North Texas Chapter of AAAA.

The award was presented jointly by Mr. Bob Brady (left), current chapter president and Mr. Leroy Worm (right), past chapter president and 1991 Bronze OSM recipient.

Tennessee Valley Chapter



The AAAA Tennessee Valley Chapter held a combined meeting with the local AHS Chapter on June 19, 1998. The luncheon featured guest speaker Lt. Gen. (Ret.) Bud Forster. There were over 100 in attendance and almost half that number participated in the follow-on golf tournament. The event was a complete success. Since both AAAA and AHS essentially draw on the same basic aviation community in Huntsville, Ala., future joint activities are in the planning stage.

At left Brig. Gen. Joseph L. Bergantz (left), president AAAA Tennessee Valley Chapter, presents token of appreciation to Lt. Gen. Forster (Ret.) for providing luncheon presentation.

Tennessee Valley Chapter

On 26 May 98 Maj. Gen. (Ret.) Carl McNair, AAAA Senior VP presented the AAAA Top U.S. Military Academy Cadet of the Year award to Jason A. Foerter in a ceremony at Eisenhower Hall during graduation week at West Point. Jason is from Florence, NJ and graduated fourth overall in the class of '98.



North Country Chapter has been very busy for the last few months.

During a ceremony held on April 9, 1998 Col. David P. Brostrom (left), chapter president North Country Chapter, presented the Order of St. Michael Bronze Award to Brig. Gen. Zannie Smith, Assistant Division Commander, 10th Mountain Division (Light).



(right) at the same event, Col. Brostrom presents the Order of St. Michael Bronze Award to Col. Ann Dunwoody, 10th Mountain DISCOM Commander, after her change of command.



(Above) On June 30, 1998 — Col. Brostrom (right) presented the Order of St. Michael Bronze Award to Col. William Caldwell (right).



In other North Country news, AAAA member Spec. Casey Green was named 10th Mountain Division Soldier of the Year and is now in competition for the 18th Airborne Corps Soldier of the Year. Upon completion of Anderson Union High School in Anderson, Calif., Spec. Casey Green enlisted in the Army in 1995. He attended Basic training at Fort Jackson, and went on to AIT at Fort Eustis, where he attained the MOS of 67T or crew chief. Through hard work and dedication he graduated AIT at the top of his class, and was awarded the Distinguished Honor Graduate. After completion of AIT, Spec. Green moved to Fort Drum with his initial assignment in Co. D, 2nd Bn., 10th Avn.

Spec. Green transferred to Co. A., 2nd Bn., 10th Avn., where he has been for the past two years. He served as a crew chief onboard the UH-60 Black Hawk and assisted in mission completion during two JRTC rotations. He attended Air Assault School and the Aviation Life Support Equipment Course (ALSE).

Spec. Green is the best enlisted soldier in the 10th Mountain Division, and he possesses the credentials to prove it. Spec. Green won the Soldier of the Month Award within his battalion. He was then named the 10th Avn. Bde. Soldier of the Quarter and Brigade Soldier of the Year. He then moved on to the competition at Fort Drum: the Division Soldier of the Year Board. After one week of intense competition and training against the best soldiers in

the division, Spec. Green came out on top and received the coveted Division Soldier of the Year Award for 1997.

Spec. Green has been awarded two Army Commendation Medals, two Army Achievement Medals, the National Defense Service Ribbon, the NCO Professional Development Ribbon and the Army Service Ribbon. He will attend the Warrant Officer Candidate School this fall, and after successful completion, he initiates rotary flight training at Fort Rucker.

NEW MEMBERS

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In Memoriam

Merton S. DuBois, 68, of Tinton Falls, N.J., died Thursday, July 9 at Jersey Shore Medical Center, Neptune, N.J.

He joined RCA in 1954, where he worked as an instructor at Fort Monmouth and was a technician on the Tiros II weather satellite project. In 1962, he received a bachelor's degree in electronic engineering from Monmouth University, West Long Branch, and began working in the Army at Fort Monmouth, where he held many positions including technical director for project manager, navigation and communications division director, deputy command manager for CECOM special operations liaison office; and his last position, CECOM command champion for aviation.

He was a Scoutmaster for Boy Scout Troop 190 in Neptune and was active in Monmouth council Boy Scouts of America. He was a member and past chapter president of AAAA Monmouth Chapter and a member of the Old Crows Association.

Surviving are his wife, Valerie Corson DuBois; his former wife, Jean; three sons, Jeffry, Gary and David; a brother, Ronald, a sister, Alma Brittingham.

In Memoriam

Retired Army aviator and longtime AAAA member **CWO 4 Robert E. Howard** died July 17 in Virginia. During his 21 year military career Howard served tours in Vietnam, Korea and Europe, and following his 1975 retirement he went to work for Bell Helicopter International in Iran. There he managed the Iranian Army's Forward Area Support Center for aviation logistics training in Isfahan. Upon his 1979 return to the United States, Howard went to work at Fort Eustis, Va., as an Army civilian employee, retiring in 1994 as the deputy director for combat development at the U.S. Army Aviation Logistics School. Those wishing to honor his memory are asked to make contributions to the American Diabetes Association's Peninsula Chapter (P.O. Box 120016, Newport News, VA 23612-0016) or to the Leukemia Society of America (2101 Executive Drive, Hampton, VA 23566).

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MG Charles F. Drenz, Ret., Alternate

*Contact the National Office

for P.O.C. information

203-226-8184



Legislative Report

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

♦ Aviation Career Incentive Pay (ACIP) ("Flight Pay") and Aviation Officer Retention Bonus (ACP).

The House mark in section 614 of National Defense Authorization Act (NDAA) H.R. 3616.PCS redefines aviation service for both the ACIP and ACP sections of Title 37 and includes Warrant Officers in the increased rate change for 14 years of aviation service. The senate version has not included this critical language.

The \$650.00 per month ACIP rate for Commissioned Officers was changed in the NDAA, FY98 (H.R.1119.ENR. SEC.615) to \$840.00, effective in FY99. The corresponding rate was not changed on the Warrant Officer table the Senate published. I believe that this was an inadvertent oversight, as the flight pay rates for Warrant Officers have been the same as Commissioned Officer aviators since 1981. Then, as now, both categories of officers share the responsibilities and hazards of "life in the cockpit". Warrant Officers deserve at least the same compensation as Commissioned Officers.

I don't think we need to worry, S2057 is the Senate version of the bill, and we (AAAA and TMC) discovered that the table wasn't in that one.

The correct table is published in the House version. A number of us, including the AAAA Executive Director and a number of The Military Coalition organizations representatives have met with House and Senate members and staffers on this subject. We have blanketed the Senate Personnel Subcommittee and the Armed Services Committee. The House National Security Committee and its Military Personnel Subcommittee. They all informed us that they are aware of the glitch and the Senate is going to agree to accept the House provision during the joint conference on these bills in mid September.

Please support the House ver-

sion of this important legislation.. The House members and Staff are aware of the Senate's intent.

DCSPER is shepherding this issue through the Conference committee process for the Army. You can get the status from internet (<http://www-perscom.army.mil/wod/acip.htm>).

I would suggest that interested members contact, via letter, fax, phone calls or e-mail, Senators Thurman, Cleland, and Kemthorne, Chairman of the SASC, Ranking Minority Member SASC Personnel Subcommittee, and Chairman SASC Personnel Subcommittee respectively and your local Legislators. The point is that we should all remain vigilant on the issue and assume nothing until it is law!

♦ Medicare Subvention Update

The Department of Defense (DoD) and the Health Care Financing Administration (the agency that oversees Medicare) are finally about to implement Medicare subvention, known as TRICARE Senior Prime. Enrollments started at Madigan Army Medical Center, Fort Lewis, WA on July 15. Health care services for Madigan enrollees will begin September 1. DoD anticipates enrollments will begin August 15 (with service starting October 1) at Brooke Army Medical Center and Wilford Hall Medical Center, San Antonio, TX.

Test programs are expected to start up later this year and early 1999 at the six remaining site locations: Keesler Air Force Base, Biloxi, MS; Fort Sill in Lawton, OK; Sheppard Air Force Base in Wichita Falls, TX; Fort Carson and the Air Force Academy, Colorado Springs, CO; Naval Medical Center San Diego, CA; and Dover Air Force Base, DE.

As a reminder, beneficiaries eligible for enrollment in TRICARE Senior Prime must:

- a. Be eligible for Medicare based on age (i.e. age 65 or older);
- b. Have been enrolled in Medicare Part B and agree to remain

enrolled in it; c. Have been formerly eligible for CHAMPUS; d. Must live within the defined catchment area of the military medical facility offering TRICARE Senior Prime; and e. Have received care from any military hospital/clinic (MTF) as a Medicare-eligible prior to July 1, 1997 or must have become Medicare-eligible after June 30, 1997 (NOTE: some bad rumors have been circulated that eligibility requires the applicant to have been treated previously at the particular facility where the test is being conducted.

This is NOT TRUE; prior treatment can have been at any military medical facility).

TMC and AAAA remains concerned about a serious inequity in the rules affecting beneficiaries already enrolled in Tricare Prime who attain age 65 during the period of a subvention test. Currently, only those Prime enrollees who have a military Primary Care Manager (PCM) at the participating MTF will be offered continuous enrollment in TRICARE Senior Prime when they turn age 65. Prime enrollees who have a civilian PCM will be "bumped" from Tricare Prime at age 65, and can only apply for enrollment in Tricare Senior Prime during a future open enrollment period, if there is one. The odds appear stacked against that, since the limited Tricare Senior Prime capacity at each site will likely be filled up within a month after the test starts. Waiting lists will be maintained for those unable to enroll initially, but flow from those lists is likely to be slow.

TMC and AAAA believes strongly that any TRICARE Prime enrollee who resides in the catchment area should have the option to age into TRICARE Senior, regardless of the military or civilian status of their PCM. We have urged DoD to change this arbitrary and unfair policy.

♦ Medicare Subvention Copayments:

TMC expectations had been that enrollees in Tricare Senior Prime would not have to maintain any Medicare supplemental insurance, since Medicare HMOs have very modest co-payments.

However, a reading of the recently released "fine print" of subvention test rules indicates enrollees in Tricare Senior Prime could, in fact, be liable for substantial co-payments in some situations. Specifically, co-pays for skilled nursing care and durable medical equipment are substantially higher than most civilian Medicare HMOs charge. Military hospitals cannot provide skilled nursing care in house, so Senior Prime enrollees will be sent to a civilian skilled nursing facility. Most Medicare HMOs provide 100 percent coverage of skilled nursing care for the first 100 days, but Tricare Senior Prime enrollees will be charged \$95 per day after the first 20 days. Additionally, Senior Prime enrollees must pay 20 percent of the negotiated fee for durable medical equipment; most other Medicare HMOs provide 100 percent coverage.

TMC and other military associations were unaware of these co-pays and had Not been provided information on them. In late July we were alerted by the Retired Activities Office at Madigan Hospital (the site of the first Medicare subvention test) that Tricare Senior Prime enrollees could be subjected to skilled nursing facility (SNF) co-payments of \$95 per day after the first 20 days.

Subsequently, representatives of The Military Coalition met with Dr. Sue Bailey, D.O., Assistant Secretary of Defense for Health Affairs, on July 31, to appeal that decision and request that the proposed SNF Co-payments for days 21-100 be waived. Dr. Bailey showed her strong inclination to honor commitments and to put People first. In an August 5th letter to The Military Coalition, Dr. Bailey indicated that she had decided to waive the SNF co-pays for the days in question. This is a significant people-oriented initiative and we appreciate Dr. Bailey's decision to have DoD assume the financial risk for SNF care, rather than impose it on military beneficiaries. Medicare's Health Care Financing Administration has approved this change and it will appear as an addendum to the marketing materi-

als that will be distributed at each site.

♦ Homeowner Mortgage Insurance:

The House passed S. 318, a bill that would let homeowners cancel private mortgage insurance coverage imposed by their mortgage company once they have paid off 20 percent of their home's value. Mortgage companies would be required to cancel such payments in most cases after a homeowner reaches 22 percent equity in the home.

Many lenders require this insurance from home buyers who don't make at least a 20 percent down payment on the home. The catch? The insurance protects only the lender in case of default on the loan; it offers no protection at all for the homeowner.

♦ Tricare Contract Protests Upheld.

On July 14, the General Accounting Office (GAO) ruled that DoD must reopen the competitive bidding process for award of the Tricare contract to Anthem Alliance for Health, Inc.'s for Tricare regions 2 and 5. Region 2 encompasses North Carolina and Region 5 covers Michigan, Wisconsin, Illinois, Indiana, Ohio, Kentucky and most of West Virginia (except the northeast corner). A similar ruling seems imminent for Tricare Region 1, Sierra Military Health Service Inc. which covers Northern Virginia, northeastern West Virginia, Pennsylvania, Maryland, the District of Columbia, and all states

north and east.

But both contract awards were protested to GAO by unsuccessful bidders. GAO sustained the protests despite a DoD appeal, finding that DoD failed to adequately disclose to bidders all the details on how their bids would be evaluated.

What does this mean for uniformed service beneficiaries in those regions? It depends on which contractor wins the new bidding process. If the same contractors win the rebids, there should be no impact. If a different contractor is selected for either or both, some beneficiaries in the affected Regions may eventually have to consider switching doctors in the event their doctors don't participate with the new contractor. As a practical matter, nothing will happen for a while. It will take at least 12 months for solicitation, negotiation and award of a new contract, with an additional 7-month transition if a new contractor is picked.

♦ Retirement Review on Agenda for 106th Congress?

In discussing the Defense Appropriations bill on the Senate floor on July 30, Sen. Ted Stevens (R-AL) made some fairly emphatic comments about the insufficiency of the post-1986 retirement system often called REDUX, because of the significant reduction in benefits compared to the systems in effect prior to 1986. Senator Stevens stated that he's going to work with Congress and DoD to "get it fixed". This initiative is high on the legisla-

tive agendas of The Military Coalition and we look forward to working with DoD and Congress to improve the program. The current REDUX multiplier reduction for service members, who serve less than 30 years, and the one percent reduction in Cost of Living Adjustments, are a sure fire prescription for significant retention and readiness problems.

♦ Defense Authorization Conferees Announced

The House and Senate have announced the list of conferees who will negotiate a compromise between the two chambers' respective versions of the FY1999 Defense Authorization Bill. Previously, senior committee leaders had expressed hope they would be able to complete this work by the end of next week. If one or more of your legislators appear on the list, please call, fax or e-mail them on the following issues:

♦ Aviation Career Incentive Pay (ACIP) ("Flight Pay") and Aviation Officer Retention Bonus (ACP)

See lead article for discussion. The message to the Senate conferees is to recede on S2057 to the House in section 614 of National Defense Authorization Act (NDA) H.R. 3616.

FEHBP-65 test: This test would allow Medicare-eligible beneficiaries at selected sites to enroll in the Federal Employees Health Benefits Program. Urge Senate conferees to approve as broad a test at as many sites as possible, including at least

one site where there is a Medicare subvention test. (The Senate would authorize four sites for less than \$50 million per year; the House would authorize 6 to 10 sites at \$100 million per year, including at least one subvention site.) Base closures and nationwide implementation of Tricare Prime mean older retirees are being locked out of the military health care system. Even at subvention sites, only a fraction of the Medicare-eligible population can be served in military facilities. We need the maximum number of test sites to get the most accurate data on participation and cost. We need to test FEHBP-65 at one or more subvention sites to know how the two programs will interact.

♦ Paid-Up Survivor Benefit Plan (SBP):

Urge House conferees to support the Senate proposal to award "paid-up SBP coverage" status to retirees who have attained 70 or more years of age and have paid SBP premiums for 30 years, effective October 1, 2003. This is essential as a matter of equity to these long-contributing retirees, in recognition that the government subsidy for SBP has slipped from the long-promised 40 percent to only 26 percent in 1998, as verified by the Department of Defense Actuary who oversees SBP.

This means retirees have paid higher-than-necessary premiums for decades. The Senate proposal will help redress that situation in a way that will cost the government nothing until 2003.



U.S. Army Aviation Museum Foundation, Inc.

Maj. Gen. Daniel J. Petrosky (left), Commanding General, U.S. Army Aviation Center, recently presented Maj. Gen. Richard D. Kenyon, Ret. (center), with a brass etching of the U.S. Army Aviation Museum. The etching was in recognition of Kenyon's contributions and dedication in serving as the executive committee chairman of the Museum Foundation for the past eight years. Also pictured is current executive committee chairman, Col. David W. Swank, Ret.

Lindbergh Chapter by Paul L. Hendrickson, Chapter President

The Lindbergh Chapter is celebrating its 38th birthday this year. Coincidentally, it will celebrate its "Fantastic 40th" with the new millennium in the year 2000.

In 1960 there were enough members of the Quad A working or residing in St. Louis to warrant a local chapter. So Brig. Gen. William Bunker, commanding general of the Aviation Command in St. Louis requested five "volunteers" to develop the by-laws and charter request for a chapter to be designated the Lindbergh Chapter. These "volunteers" — Ross Hunter of Vertol, Harry Striker of Bell Helicopters, Gene Loveland of Lycoming Turbine Engines and Carl D. Stephenson and Paul L. Hendrickson, both of the Command — met at Hunter's house and cut and pasted the first by-Laws and request for charter letter. These were signed by Brig. Gen. Bunker and mailed to National the next day and approved almost instantly by the national office.

From that rather humble beginning the chapter set out to be a force to be reckoned with in the Association structure. This was especially true during the Vietnam era. With the membership consistently exceeding the thousand mark, Chapter activities were constant and significant. Brig. Gen. Bunker, the first Lindbergh Chapter President, gave great priority to interaction among all Army aviation and industry aviation organizations. His successors, including both high-ranking civilian and military members of the command, likewise emphasized strong interaction among Army Aviation and Industry elements.

During the 60s when the Vietnam action was at its highest, the chapter co-sponsored the Command Advanced Planning Briefing for Industry (APBI), a series of classified briefings that were designed to communicate to the aviation industry what the immediate and forward planning for Army aviation operations and the supporting research, development and engineering programs were aiming to achieve. These briefings were attended by some of the highest placed members of the aviation industry and helped to achieve the Army targets in new and upgraded equipment. When the Army assigned non-aviation commanders to the Command this program was transferred from the Chapter to the ADPA.

However, the Chapter bounced back with the development of a Chapter-sponsored Army Aviation Product Support Symposium, now formally titled the Joseph P. Cribbins Product Support Symposium. These symposia have been on going since the early 70s. The next one will be held at Huntsville, Ala., and will be the 25th in the series. These symposia have been warmly welcomed by industry. They have been and they continue to be a tremendous communication vehicle between Army aviation and its industry counterparts on the needs of Army aviation, especially in the support arena. Of course, the Lindbergh Chapter transferred the PSS responsibility, along with aviation elements from the command in St. Louis to the newly established Aviation and Missile Command (AMCOM) at Redstone Arsenal, Ala.

Along with the transfer of the Joseph P. Cribbins PSS, the Chapter experienced a significant reduction in membership, as members and functions transferred to the Tennessee Valley Chapter in Huntsville. The Lindbergh Chapter has leveled off and appears to be cruising at a current membership of 200 plus.

The Chapter board is faced with developing programs to replace those so popular in the past, such as the Chapter social receptions held in conjunction with the Worldwide Aviation Logistic Conference (WALC) and the Aviation Intensive Management Items (AIMI) conferences, where Army aviation personnel from all corners of the globe met in St. Louis where some of the most significant sessions on aircraft operations and support transpired. These same functions will still be held in Huntsville, I am sure.

The Lindbergh Chapter is currently reviewing replacement programs to continue to be active in the Army aviation family. One of the new initiatives of the Chapter is to make presentations on Army aviation to all the ROTC units in the chapter area (we may even stray a bit out of the chapter "zone"). This effort is headed by Col. Fred Brown (Ret), the current VP for military affairs (Reserve and ROTC), who is coordinating with the Aviation Center in this effort. We want to see if we can't get some of the best and brightest of these potential soldiers to aim at Army aviation as a career. The Chapter board is also following the leadership of Lt. Col. Dave Reichert (Ret), VP for scholarships, in efforts to continue to expand the chapter contributions to the AAAA Scholarship Fund. We saw eight scholarship awards to the members or progeny of members of the chapter in the 1998 selections, and we would surely like to see this remarkable trend continue.

The Chapter Board is made up of persons who have long been members of the Army aviation community, and who have a strong leaning toward maintaining and advancing the chapter programs. In addition to Fred Brown, Dave Reichert and myself, we have Senior Vice President Col. Ken Kellogg (Ret), Secretary A.J. Anderson, Diane Ottolini, VP for civilian affairs, Paul Kerby, VP for sustaining memberships, Georgia Crenshaw, VP for membership. Cal Worth is VP for industrial affairs, Col. Gerald Green (Ret) is VP military affairs, Lt. Col. Cecil Scalf (Ret) is VP for operations, Susan Barnes continues as VP programs and Harold Strickfaden is treasurer. So when and if you're in St. Louis, don't think that Army aviation has departed this venue; a strong core group still is active and concerned with AAAA matters on a daily basis. Just call me at (314) 928-0359 or email me at phendson@aol.com and I'll be pleased to try to help you with any AAAA matter in this area, or refer you to another Board member who is more qualified to help with your particular situation. And if you wish to join this chapter, our unique Lindbergh Chapter membership certificate can be yours in a trice!

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Since 1947 - An Illustrated Reference
Stephen Harding

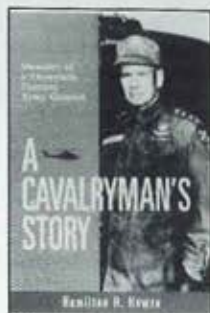
U.S. Army Aircraft Since 1947 is the only comprehensive, up-to-date guide to the 124 types of helicopters, fixed-wing aircraft and experimental flying machines used by the U.S. Army since 1947. After a concise yet thorough introductory history of U.S. Army Aviation, the author discusses each aircraft type used by the Army's air arm, which is the largest, most technologically advanced and most combat experienced force of its kind in the world today. Within each chapter the author includes information on aircraft serials, markings, weapon systems, operational history and other technical data. Illustrated with more than 220 color and black and white photographs, *U.S. Army Aircraft Since 1947* is the definitive reference source on its subject and a must-have volume for all military aviation historians and enthusiasts. [Schiffer Publishing Ltd. Size: 8 1/2" x 11", 264 pages, hard cover; ISBN: 9-7643-0190-X]



A CAVALRYMAN'S STORY

Memoirs of a Twentieth Century Army General Hamilton H. Howze

A Cavalryman's Story is the memoir of a professional soldier, born into the lineage of West Point and recognized today as the father of U.S. Army Airmobile tactics and doctrine. With understated charm and humor, GEN Howze writes of his polo-playing years in a 1930s Army that still relied on horses, and then of the sudden, almost remarkable transition to armored divisions, when the U.S. entered WWII. It was in the mid-1950s that GEN Howze emerged as one of a handful of perceptive Army officers who recognized the potential of a sky cavalry. As the first director of Army Aviation GEN Howze promoted the concept to industry, the government, and the public. His vision came to fruition in the 1960s when he presided over the U.S. Army Tactical Mobility Requirements Board, known as the Howze Board, which proved the viability of sky cavalry in combat. *A Cavalryman's Story* provides an authoritative look at the forging of the modern Army and a wry perspective on the perennial absurdities of military life, whether in peace or war. [Smithsonian Institution Press. Size: 6"x9", 316 pages, hard cover; ISBN: 1-56098-664-6].



Breaking the

A New Design for
Landpower in
the 21st Century

Douglas A. Macgregor

BREAKING THE PHALANX

Douglas A. Macgregor

This work proposes the reorganization of America's ground forces on the strategic, operational and tactical levels. Central to the proposal is the simple thesis that the U.S. Army must take control of its future by exploiting the emerging revolution in military affairs. The analysis argues that a new Army warfighting organization will not only be more deployable and effective in Joint operations; reorganized information age ground forces will be significantly less expensive to operate, maintain, and modernize than the Army's current Cold War division-based organizations. And while ground forces must be equipped with the newest Institute weapons, new technology will not fulfill its promise of shaping

the battlefield to American advantage if new devices are merely grafted on to old organizations that are not specifically designed to exploit them. [Praeger Publishers. Size: 6"x9 1/8", paperback, 283 pages, ISBN: 0-275-957942]



YEAR OF THE HORSE: VIETNAM

1st Cavalry in the Highland 1965-1967
COL Kenneth D. Mertel (USA, Ret.)

Year of the Horse: Vietnam is the day-to-day story of the Jumping Mustangs - 1st Battalion, Airborne, 8th Cavalry, of the 1st Air Cavalry Division. After describing the activation of this then revolutionary airmobile division at Fort Benning, GA on 1 July 1965, COL Mertel gives a vivid picture of the building of his own Jumping Mustang Battalion, the rigorous training of officers and men, and, finally, the long voyage across the Pacific to Vietnam. Now the test. The answer came quickly and dramatically in a rapid succession of search and destroy operations. COL Mertel pays tribute to the many acts of heroism of his men, who lived, worked and fought together in some of the world's most inhospitable conditions. He also writes movingly of those who never came back. [Schiffer Publishing Ltd. Size: 6"x9", 384 pages, hard cover; 59 color photographs, 9 maps; ISBN: 0-7643-0190-X]

THE NEW YORK TIMES BESTSELLER
IN DRAGON—THE BATTLE THAT
CHANGED THE WAR IN VIETNAM

WE WERE SOLDIERS ONCE... AND YOUNG



LT. GEN. HAROLD G. MOORE (Ret.)
and JOSEPH L. GALLOWAY

WE WERE SOLDIERS ONCE... AND YOUNG

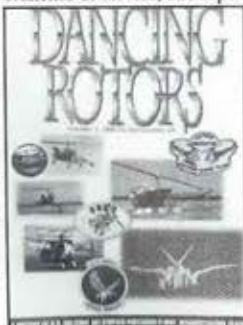
Harold G. Moore and Joseph L. Galloway

We Were Soldiers Once... And Young brings the war back home with unforgettable stories of those who lost family members to combat. This devastating account rises above the specific ordeal it chronicles to present a picture of men facing the ultimate challenge, dealing with it in ways they would have found unimaginable only a few hours earlier. It reveals to us, as rarely before, man's most heroic and horrendous endeavor. [Harper Collins Publishers, Size 5 1/2"x8". 483 pages, paperback. ISBN: 0-06-097576-8]

DANCING ROTORS

Harry E. (Ned) Gilliland, Jr.

Dancing Rotors, is a book about special helicopter usage, documenting the evolution of U.S. military helicopter precision flight demonstration teams from 1948 through 1976. It covers Army and Navy efforts to provide unique shows to stimulate recruiting into both branches of service, and especially into their rotary-wing aviation programs. A wealth of very unique helicopter history, heretofore untold, is now within the reach of every helo enthusiast. [Aerofax, Inc. Size 8 1/2"x11". 483 pages, paperback. ISBN: 0-942548-57-4]



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FUNCTIONAL AWARD NOMINATIONS

Contact the AAAA National Office for nomination forms for these awards. Membership in AAAA is not a requirement for consideration.

SUSPENSE 1 SEP 98 AAAA AVIONICS AWARD

Sponsored by Cubic Defense Systems, Inc., the AAAA Avionics Award will be presented at the 1998 AEC Symposium to "the person who has made an outstanding contribution to Army Aviation in the area of Avionics during the awards period encompassing 1 August 1997 through 31 July 1998."

AAAA AIRCRAFT SURVIVABILITY EQUIPMENT AWARD

Sponsored by Lockheed Martin, the AAAA Aircraft Survivability Equipment Award will also be presented at the 1998 AEC Symposium. It will be presented "to the person who has made an outstanding individual contribution to Army Aviation in the area of ASE during the awards period encompassing 1 August 1997 through 31 July 1998."

SUSPENSE 15 OCT 98 1998 AAAA AIR/SEA RESCUE AWARD

Sponsored by Lucas Aerospace, the AAAA Air/Sea Rescue National Award will be presented "to the crew or crewmember who has performed a rescue using a personnel rescue hoist that saved the life or eased the suffering of an individual or individuals during the awards period encompassing September 1, 1997 through August 31, 1998."

1998 AAAA TRAINER OF THE YEAR AWARD

Sponsored by Hughes Training, Inc., Link Division, the AAAA Trainer of the Year Award will be presented "to the trainer who has made an outstanding individual contribution to Army Aviation during the awards period encompassing September 1, 1997 through August 31, 1998."

A candidate for this AAAA National Award may be a military or civilian nominee and must be actively involved in Army Aviation Training.

1998 ARMY AVIATION MEDICINE AWARD

Sponsored by Gentex Corporation, this National Award will be presented "to the flight surgeon or aeromedical physician assistant who best exemplifies the contribution to Aviation during the awards period encompassing September 1, 1997 through August 31, 1998."

A candidate for this AAAA National Award must be U.S. Army, Active or Reserve Component, and must be actively involved in Aviation Medicine support to Army Aviation.

1998 ARMY AVIATION FIXED WING UNIT AWARD

Sponsored by FlightSafety International, the Army Aviation Fixed Wing Unit Award will be presented "to the unit or detachment with fixed wing aircraft that has achieved the highest level of excellence in training, safety, logistics, operations and support during the awards period encompassing September 1, 1997 through August 31, 1998."

A candidate for this AAAA National Award must be a U.S. Army, Active or Reserve Component, unit or detachment with fixed wing aircraft that has met the foregoing criteria.

1998 AAAA AIR TRAFFIC CONTROL AWARDS

Sponsored by AAAA, the Air Traffic Control Awards will be presented "to the facility, company manager, maintenance technician, and controller that have achieved the highest level of excellence in training, safety, logistics, operations and support during the awards period encompassing September 1, 1997 through August 31, 1998."


Candidates for this AAAA National Award may be a military or civilian nominee and must be actively involved in Army Aviation Air Traffic Control.

L u c a s A e r o s p a c e

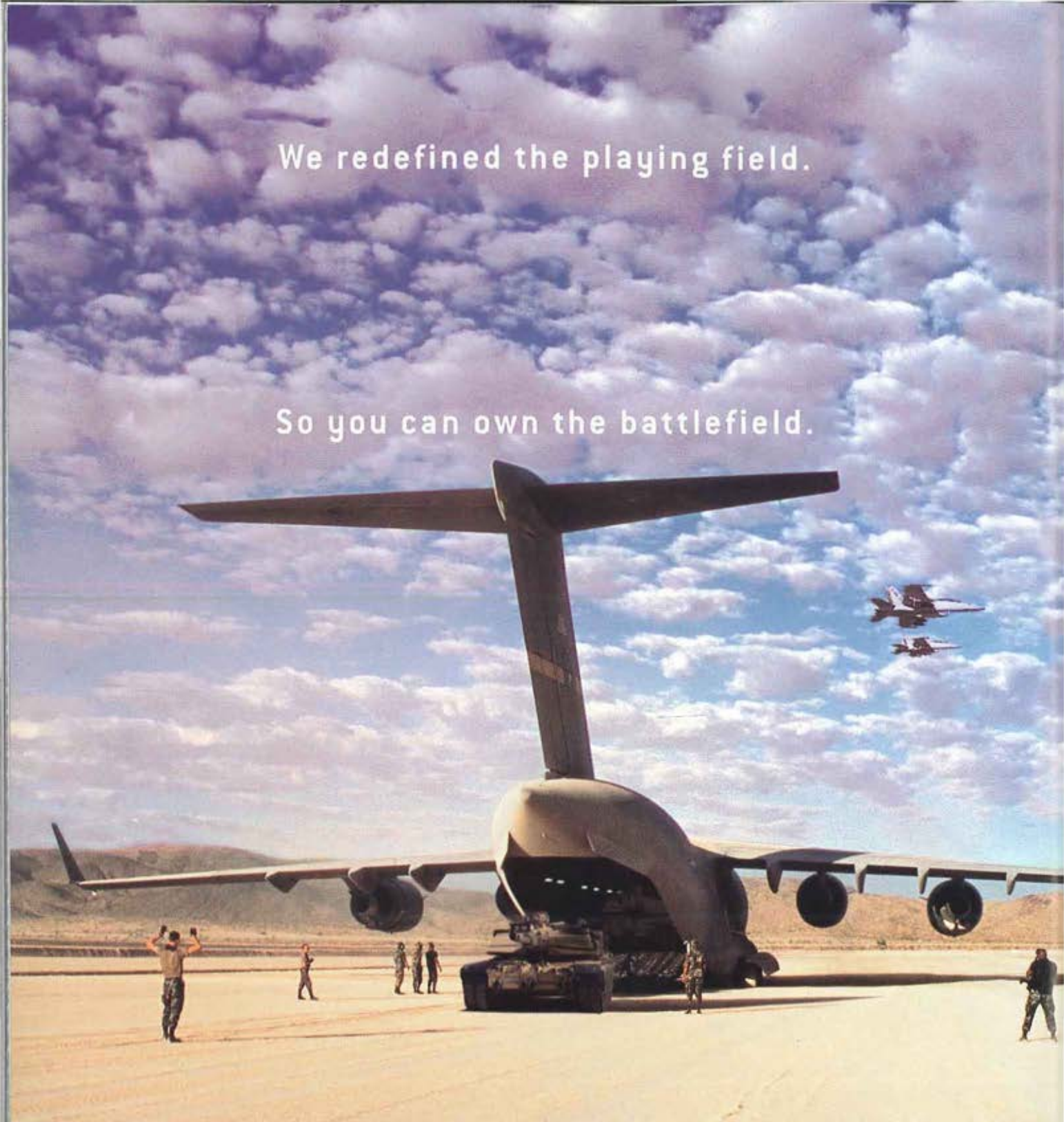
Through its sponsoring of the annual
AAAA Air/Sea Rescue Award,

Lucas Aerospace salutes the men and women
of U.S. Army Aviation Crews around the world who
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VARITY

A large military transport aircraft, possibly a C-17 Globemaster III, is the central focus, parked on a tarmac. Its cargo door is open, and a tank is being loaded. Several soldiers are visible around the aircraft. In the background, two fighter jets are flying in a blue sky filled with white clouds. The overall scene is set in a desert-like environment.

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