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on the cover

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briefings



President William J. Clinton has approved, and NATO has accepted, the deployment of two Apache battalions, based in Illersheim, Germany, which will enhance NATO's ability to conduct tactical strikes against specific Federal Republic of Yugoslavia units in Kosovo, especially during periods of limited visibility and poor weather, according to a Department of Defense press release. The battalions are to be part of a task force to operate out of Albania. The two Apache units that will be going are the 2nd and 6th Squadron, 6th Cavalry, 11th Aviation Brigade, each consisting of about 300 personnel, according to Col. Cash Striplin, TRADOC System Manager for the Longbow Apache and Hellfire missile.

The second Boeing Sikorsky RAH-66 Comanche prototype has successfully completed its first flight, lifting off from the West Palm Beach, Fla., test center on Mar. 30. Comanche Team test pilot Reggie Murrell and Army chief test pilot CWO 4 John Armbrust flew the aircraft for more than 30 minutes, putting it through basic maneuvers, flying level at up to 80 knots, and climbing to about 500 feet to evaluate the Comanche's digital flight controls and basic handling qualities compared to those of the first prototype. Murrell and Armbrust reported no significant problems during the flight. Prototype No. 2 will serve primarily as the test platform for the Comanche Mission Equipment Package (MEP), the RAH-66's integrated targeting, communication and navigation system.

Hellfire Systems LLC, a Lockheed Martin/Boeing joint venture company, has won a \$6.7 million Turkish government contract to build and deliver 84 Hellfire II missiles with anti-ship warheads. The contract — which includes training missiles, spares and support equipment — marks the first international sale of the anti-ship version of the Hellfire II; the first international sale of the weapon destined for use on the S-70B Seahawk helicopter; and makes Turkey the seventh nation to buy the Hellfire II.

President Bill Clinton has nominated Lt. Gen. John G. Coburn for appointment to the grade of General and assignment as commander of the United States Army Materiel Command in Alexandria, Va. Coburn has served since April 1996 as the Army's deputy chief of staff for logistics.

The Army is offering up to \$12,000 a year in bonus pay to qualified AH-64 aviators who accept participation in the Aviation Continuation Pay program. Some 525 individuals are eligible for the bonus program, which requires them to agree to serve through their 14th year of commissioned-officer service. Complete information is available online at www.perscom.army.mil/tagd/msg/99%2D064.htm.

Lt. Col. Robert F. Sweeney, Ret. was inadvertently left off of the AAAA Spoof Roster published in the December 1998 issue of ARMY AVIATION Magazine. Lt. Col. Sweeney served for 20 years in the U.S. military. He is currently the president of Sweeney & Associates. Business phone (540) 891-9932; residential phone (540) 891-9882; Fax (540) 891-9869. Lt. Col. Sweeney is a AAAA Charter Life Member and AAAA Former Chapter/Regional Officer.

Stevens Aviation, a South Carolina-based aircraft maintenance and technical services firm, has named Brian Mathy its new program manager for the Orenda King Air and Standard Aero PT6 -41 to -42 engine conversion programs. Mathy, a former Army aviation maintenance officer, joined Stevens earlier this year.

The government of Singapore has selected General Electric's T700-GE-701C turboshaft engines to power its eight new Boeing AH-64D Apache helicopters. The T700 is now the most widely-used engine in its class, with more than 11,000 produced for 129 customers in 54 countries. Derivatives of the T700 are now being certified for NH Industries' NH-90 and for Sikorsky's S-92, both of which are currently undergoing flight testing.

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Aviation Branch HERITAGE

"We are all products of the many great and courageous soldiers and aviators that came before us."

by MG Anthony R. Jones

Once again we are preparing for the annual Army Aviation Association of America National Convention in Nashville, Tenn. This year I want to do two things. First, I want to continue to focus on the "deep fight" - the future. The convention provides us the opportunity to discuss with our partners in industry those critical issues on which they should concentrate their efforts for the next 20-plus years. Second, as we look to the future, I do not want any of us to lose sight of the valiant people and rich aviation heritage that has made us what we are today. In support of this effort, our theme at this year's convention is "Heroes, Heritage and Hardware."

We are all products of the many great and courageous soldiers and aviators that came before us. Great heroes in combat, great visionaries and momentous events have shaped our branch and will continue to define our branch in the future.

Much has been written and discussed on the actual genesis of Army aviation. Historians, scholars and military leaders throughout the years have spoken of the events and milestones that formulated the roles and mission of contemporary Army aviation units. Suffice to say that, in this article, we can relate to many of these events as key examples that clearly depict the importance of employment of Army aviation in direct support of the ground commander to seize terrain, achieve surprise or gain dominance on the battlefield. Some examples of these events are included in this article.

We have always been the world's leader in the use of Army aviation, showing versatility, lethality and resolve as we operated in attack, lift and reconnaissance roles. The helicopter was the natural replacement for the cavalry's horses. As Prof. Russell F. Weigley stated, "The Union cavalry of 1865 demonstrated success as a mobile combat arm characterized by firepower, mobility and flexibility that was capable of decisive results." These are the same characteristics that Army aviation brings to the modern battlefield.

The Civil War also saw a first in aviation - Army aeronauts. In 1861, Professor Thaddeus Lowe ascended in a tethered balloon above Falls Church, Va., and observed the first Battle of Bull Run. This gave us our first aerial scout!

We continued to hone our cavalry spirit in the Army, but we would not see any improvements in Army aviation for the next 43 years. As the Wright brothers were making advances in building the first airplane, the Army was taking notice. Fortunately, one of our early forefathers took action and in 1907 the chief signal officer, a Brig. Gen.

Allen, created the Aeronautical Division of the Signal Corps and we took bids for our first aircraft (41 submitted - one delivery). In 1908 Lt. Thomas Selfridge was the first to die in an aviation accident while on a test flight with the Wright brothers. In 1909 we received our first airplane, a Wright B-model (equipped with wheels instead of skids). We were on our way!

However, our character was not forged solely by aviators. Many of our brothers in other combat arms have seen the value of aviation and have advocated its use. In 1912 artillery was the first combat arm to use aviation - for spotter work. One of the first commanders to make extensive use of aircraft for reconnaissance was Gen. John Pershing in the Mexican campaign. During that campaign a Curtiss "Jenny" was used as an aerial scout.

Just a few years later another event changed Army aviation and our heritage forever. War raged across Europe and our involvement became the genesis of future roles for military aviation. Originally, the airplane was used for reconnaissance only. As the war continued, however, the use of airplanes as attack aircraft and light bombers was inevitable. Our first two aviation Medal of Honor recipients came from this period - Lts. Goettler and Bleckley. Each new conflict saw the increased use and requirement for aviation. As always, our brave aviation soldiers rose to the challenge.

Between the world wars we continued to mature as an aviation force, testing new ideas and technologies. In 1922 the Army tested its first helicopter and immediately lost all interest. The year 1926 saw the creation of the Army Air Corps; however, we still had an aviation organization as part of the Signal Branch. In 1933, Maj. Gen. Hugh Drum reviewed the Army Air Corps' war plans and his findings had long and lasting effects. He saw aviation performing two roles. The first role provided for long-range strategic reconnaissance and interdiction. The second provided tactical support to the ground forces through reconnaissance, taking part in the battle and exploiting victory. This vision ultimately led to the formation of the Air Force and the designation of Army aviation as a combat maneuver branch in today's Army.

World War II witnessed two separate Army aviation roles: the Air Corps or Air Force role and the lighter aviation role. I will speak only of the lighter role, as the first is now thought of as Air Force history and our role was that of organic air observation to the Army ground forces. We were still in the light reconnaissance and spotter business performing liaison duty. We had traded in our balloons and biplanes for the small Piper Cubs used for

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artillery spotting. In November 1942 we invaded North Africa and Army aviation had a couple of firsts. This would be organic Army Aviation's first combat role. Capt. Ford Allcorn led three L-4s in our first shipboard takeoff from the USS Ranger 60 miles at sea. Unfortunately, refusal to break radio silence to notify the friendlies that the L-4s were inbound created a situation where the aircraft took fire from both sides. Allcorn was also the first organic Army aviator to be shot down in the war. WW II also saw the first combat action for helicopters: During the Burma campaign a Sikorsky R-4B was used for search and rescue and resupply. Our organic aviation was used extensively throughout the remainder of the war.

After the war, two very significant events changed Army aviation. In 1947 the U.S. Air Force was formed and the Army retained its organic aviation. Perhaps even more significantly, in 1949 the Army established the Warrant Officer Pilot Program. Gen. Putnam later commented, "The warrant officer aviation program was, in my opinion, the major successful personnel policy in the United States Army." These two acts would be the beginning of the modern era of Army aviation. It has been 50 years since those two incidents - years filled with new giants of Army aviation and years that have proven our role as a true combat arm.

In the next 13 years several key events altered entirely how aviation would be used in the future. Up to that point, we made very slow progress in developing the helicopter to support ground operations. During the Korean War we were still flying fixed-wing aircraft as spotters and the new H-23 and H-13 helicopters for medical evacuation. By the end of the war we were introducing the H-19. A key lesson from Korea pointed out our inability to provide tactical air support or perform missions previously accomplished by cavalry.

During the post-WW II era four of our heroes came to the forefront. These giants are generals John Gavin, Harry Kinnard, Hamilton Howze and George Seneff. Gavin was considered one of the most imaginative thinkers in the Army. In a 1954 article, "Cavalry, and I Don't Mean Horses," he proposed a vision to recapture cavalry's lost "mobility differential" over other ground forces through the use of light aircraft for reconnaissance. This was the beginning of our current aviation philosophy - and it was not an easy sell in those days of downsizing after Korea.

The next event that would assist the advancement of Gavin's vision was the changing of national strategy toward "flexible response." As the Army G3, Gavin selected a brilliant brigadier general - Hamilton Howze - to become the first director of Army aviation; Howze would later establish a "Tactical Mobility Requirements Board" to analyze how land warfare could be conducted in the future. This became known as the "Howze Board." After extensive testing the recommendation was made that changes were needed in the Army force structure, adding "air assault divisions" and an "air cavalry combat brigade." Through the Howze Board the changes were made and Gen. Harry W. O. Kinnard emerged to fulfill a prominent position in aviation history.

Kinnard came to aviation rich in experience and initiative. I first remember reading about him when he was the 101st Airborne Division G3 during the Battle of the Bulge

in WW II. Kinnard was given the monumental task of forming the 11th Air Assault Div., as a result of the Howze Board. His orders from the Army chief of staff were to "determine how far and how fast the Army can go and should go in embracing the airmobile concept."

Our next air assault hero was Gen. George P. Seneff. He was tasked with creating the 11th Aviation Group in the 11th Air Assault Div. He was at the forefront of the validation of the Howze Board recommendations, as well as being responsible for the development of the tactics, techniques and procedures used in the division.

All of these great leaders molded a modern aviation force that transitioned us from a small organic Army aviation force of small fixed-wing aircraft and very simple helicopters to the largest and finest army aviation organization in the world.

The years following Korea and into Vietnam saw the most rapid growth in aviation technology in our history. From the L-4 and small medevac helicopter in Korea, we now had the AH-1 Cobra, the OH-58 Kiowa, the CH-47 Chinook, the OV-1 Mohawk and the workhorse of Vietnam, the UH-1 Iroquois. We had matured into the premier army Aviation organization in the world. Well equipped, well trained and well led, we were ready for the next priority, the defense of Europe and air-land battle doctrine.

After Vietnam we had some of the same challenges that we face today. We were drawing our Army down to 13 active divisions and we would lose one of our airmobile divisions. One of the leaders that led us away from thinking in the past to a more modern philosophy was Maj. Gen. William J. Maddox. Through his persistence, we began the transition to nap-of-the-earth flying, night flying and night fighting.

During the 1970s we were restructuring the Army as a whole, and we were fielding three very exciting pieces of equipment, the UH-60 Black Hawk, the AH-64 Apache and the new Synthetic Flight Training System (SFTS). While we were doing all of that, we had problems similar to those facing us today - skilled personnel migrating into the civilian workforce, a very high OPTEMPO in our units, constrained resources and seemingly too much to do in too little time. However, we worked through all of those challenges and I am confident that we will work through ours today. I will save the '80s and '90s for another article and close with a final comment.

The leaders, visionaries and soldiers of the past have made Army aviation what it is today, with a very distinguished lineage. We should be very proud of our aviation forefathers and all those who started the path for us. We must now uphold their tradition of the warfighting ethic - personal sacrifice, dedication and selfless duty to our nation. We are the forefathers of those who will come after us and we have the duty to sustain this aviation heritage at the same high standard that was handed down to us. I know that we will meet the challenge.

"Above the Best"



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

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Heroes, Heritage and Hardware



Maj. Gen. Emmitt E. Gibson

Greetings from Redstone Arsenal! Indeed, it is appropriate that "Heroes, Heritage and Hardware" is our theme this year. Army aviation continues to set the standard when it comes to talented, seasoned soldiers who value the importance of doing the job right, on time, every time.

Heroes

I recently had the pleasure to present, on behalf of the Army chief of staff, the Lt. Gen. Ellis D. Parker awards honoring Army aviators and aviation units that had excelled in the Combat, Combat Support, Combat Service Support and TDA categories. Congratulations to the following heroes in those categories:

- 1st Battalion, 501st Aviation Regiment;
- 2nd Bn., 25th Avn. Regt.;
- 421st Medical Evacuation Bn.; and
- 1st Bn., 212th Avn. Regt.

This was the sixth year for these prestigious awards. Receiving a Lt. Gen. Ellis D. Parker award is a commendable achievement in and of itself.

Currently, 88 heroes are enshrined at the "Army Aviation Hall of Fame," at Fort Rucker, Ala. Those heroes, like the Lieutenant General Ellis D. Parker award winners, lift high the ideals of our branch. Like those heroes, let's re-dedicate ourselves to continued high performance. Living up to the spirit of our Army aviation heroes lifts us all.

Heritage

The second of the three legs in this year's theme also strikes a responsive chord for all of us in the Army aviation community. The community, although worldwide, really has three roots - the Aviation Center and School, PEO Aviation, and Aviation and Missile Command. This issue carries articles by the branch chief and the PEO Aviation. Maj. Gen. Tony Jones and Maj. Gen. Jim Snider work closely with us at AMCOM to preserve our heritage and plan for the future.

As we approach the threshold of the 21st century, we need to remain firm and steadfast in crafting the innovative solutions that our number one customer - the Army aviation soldier in the field - will need for mission accomplishment and a safe journey home.

Together, the "school house," the PEO and AMCOM will need to focus on reducing risk and cost and increasing

value. That focus assures that our Army aviators will have the most affordable and most capable equipment in 2000 and beyond.

Further, part of our heritage is being written daily as AMCOM continues to downsize, even as the number of weapon systems we are supporting is increasing. This fiscal year we have already reduced our civilian workforce by 650 people. Between now and FY 2004, AMCOM's civilian workforce will be reduced by an additional 1,300 people, or 16 percent.

Hardware

One of the bigger issues on the AMCOM screen right now is Apache Prime Vendor Support (PVS). We first started down this road when the 1997 National Convention was in Louisville. We're still on the road, with progress being made toward an Army decision.

If implemented, PVS will outsource AMCOM's wholesale logistics support for the Apache. This is a significant change in our approach to providing logistics support. PVS promises to save precious funding - funding that the Army can use for modernization.

Under PVS, the contractor will be required to maintain readiness as well as to maintain a small business and competitive vendor base.

Also, in terms of support, since we convened in Charlotte last year, the Corpus Christi Army Depot (CCAD) and the Letterkenny Army Depot (LEAD) have come under AMCOM's operational control, with full command and control scheduled for October. Similar to the migration of our workforce from St. Louis, this depot realignment has been transparent to the customer. CCAD is a world-class aviation facility and LEAD, an outstanding missile-repair facility, provides depot repairs for all the military services. We are pleased that the aviation and missile community now has a single focal point for assistance and support.

From a management point of view, having this single focal point will make it easier for us to manage and sustain the legacy fleet, while preparing for Army After



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Next and Army XXI.

Another management highlight is the AMCOM deputy for systems acquisition (DSA), headed by Brig. Gen. Bob Armbruster. I can't say enough good things about how Bob and his staff have consolidated 15 aviation, missile, unmanned ground vehicles, and Test, Measurement, and Diagnostic Equipment Activity programs, with 11 board-selected PMs and a budget of more than \$1 billion.

In November, DSA, in conjunction with PEO Tactical Missiles, PEO Aviation, and the 4th Infantry Division, conducted a Y2K demonstration at White Sands Missile Range, N.M. The demonstration, which confirmed the ability of our systems to operate in the Y2K environment, involved Kiowa Warrior and Apache helicopters firing Hellfire missiles and sending fire missions to the Multiple Launch Rocket System. Kiowa Warrior also fired Stinger missiles while the MLRS fired practice rockets. The demonstration was a great success.

We have been working hard and expending significant resources to assure that our weapon systems will be fully functional in the Y2K environment. This effort is yet another example of the great teamwork that exists at Redstone Arsenal under Team Redstone.

We've also had a few players change on our team. Mr. Tom House retired as director of our Aviation Research Development and Engineering Center (AVRDEC) after 36 years of outstanding service to Army aviation and the nation. Tom's successor is Mr. Bob Kennedy, and we look forward to Bob continuing the AVRDEC's science and technology developmental initiatives.

In fact, Bob is going to make sure that Tom's "Army Aviation Corridor of Excellence" concept benefits the community. That corridor, stretching from the Arnold Engineering Center in Tullahoma, Tenn., through

Redstone Arsenal and Fort Rucker to Eglin Air Force Base, Fla., provides an unparalleled combination of aviation expertise.

Simulation, testing, battle lab, combat and materiel development can all be found in this corridor. Key to this is what we're calling Multi-Purpose Aviation Integration Laboratory or MPAIL. Simply put, MPAIL promises better-trained engineers, more efficient ways to do business, rapid response capabilities and reduced costs.

In specific terms, the application of the Joint Tactical Radio System to Army helicopters and integrated engine-performance monitoring are just two key system integration projects that hold great promise in this corridor of excellence.

Summary

As we gather in this spring of 1999 to get reacquainted in Nashville, let's remember that we face a challenging environment.

Let's also remember that we have a quality force of soldiers and civilians, poised for that challenging environment and the next century.

As I've said before, and doubtless will say again: "We need to manage change, or change will manage us."

Our partnership with Fort Rucker, PEO Aviation and industry needs to remain focused on equipping and sustaining technologically dominant Army aviation systems for the world's best Army.

Our "Heroes, Heritage and Hardware" clearly will be our strength as we go on from the spring of '99 into the next century.



Maj. Gen. Emmitt E. Gibson is commander of the U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala.

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THE RISKS OF FALLING BEHIND

AVIATION MODERNIZATION

By Maj. Gen. James R. Snider

Last year's report from the Program Executive Office was cautiously optimistic. Despite the challenges of a meager modernization budget, Army aviation could point to a brighter future. The CH-47F (Improved Cargo Helicopter) program had just been approved by the Office of the Secretary of Defense, the AH-64D Apache Longbow was gearing up for Initial Operational Capability at Fort Hood and the RAH-66 Comanche was performing well in flight tests. Aviation's two big aircraft survivability programs, the Suite of Integrated Infrared Countermeasures (SIIRCM) and the Suite of Integrated Radio Frequency Countermeasures (SIRFC), were fully funded. And, finally, the Army Airborne Command and Control System (A2C2S) was promising to rewrite division command-and-control doctrine.

Army aviation was advancing on the future with four primary airframes, each having the promise of being dominant in the Army After Next (AAN). Instead of focusing on radical new platforms for the future, Army aviation envisioned the integration of AAN technologies on the current platforms – with the exception of the Joint Transport Rotorcraft, which will be developed with the other services. This plan made sense in terms of both warfighting and affordability.

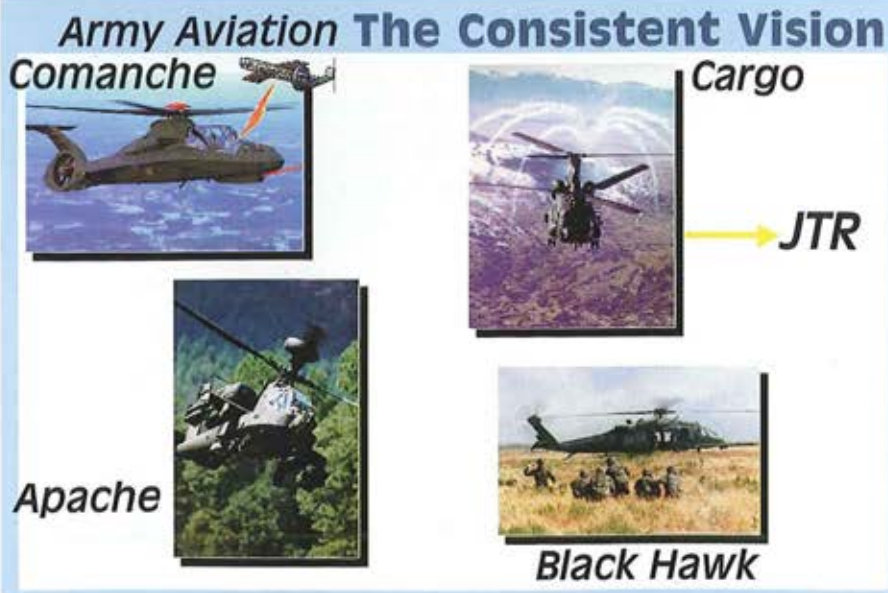
From a warfighter's perspective, the Comanche (coupled with the un-

manned aerial vehicle), Apache Longbow, CH-47F and the UH-60X, all employed synergistically on the digital battlefield, would be dominant. One can imagine the increased versatility and lethality of these platforms in the expanded battlespace of 21st-century warfare.

From an affordability standpoint, Army aviation had once again stepped forward with a plan that did not require the costly or protracted development of a new platform. The plan was a logical extension of the inventory-reduction initiative that is reducing the number of aviation platforms from a level of more than 8,500

airframes at the beginning of this decade to about 4,200 airframes by 2005. This reduction, plus the pure-fleet concept under the Aviation Restructure Initiative, ensures that Army aviation is doing its part to reduce costs in a prudent and thoughtful manner. However, an integral part of this cost-reduction effort is the necessity to remanufacture and apply technology upgrades to the older aircraft (Apache, Chinook and Black Hawk), as well as the need to bring on Comanche as soon as possible.

Unfortunately, today's budget realities force us to confront the fact that we may not be able to keep our aging





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fleet in the air, much less respond to the pace of technology change. After years of anticipated plus-ups to our procurement accounts, we are finding that promised increases in funding fade away as we near the year of execution.

Aviation has paid a dear price in the past with Comanche being the most visible bill-payer. The cuts have become more draconian as this year the Longbow Apache program was reduced by one-third over the life of the program, due solely to affordability. The ink was barely dry on the paper approving the CH-47F program when it began losing money to other priorities. In addition, the SIRFC program, Army aviation's only counter to the radar threat, was slipped to the right by five years. Finally, funding for the A2C2S program was cut in fiscal years 99 and 00, putting at risk the aircraft's participation in future digitization experiments.

The picture does not get any brighter when we consider the Black Hawk fleet. The average age of the UH-60A is 17 years, and upgrades to the entire fleet must begin soon or assets will simply not be available. The type of upgrades required - new engines, digital cockpit and service-life extension - are at best minimally funded. The Light Utility Helicopter (LUH), another critical aviation requirement, is not funded. There will be tremendous pressure to more robustly fund the utility fleet at the expense of other Army aviation priorities. While many have warned of an impending "train wreck" if more modernization funds are not forthcoming, the real effect for Army aviation will be a gradual hollowing of our force structure. We will not be able to afford the costs of sustaining our aging fleet.

Army aviation needs more procurement dollars, but not at the expense of other Army programs that are also struggling. However, there is a real need to get our story across to the leadership in the Pentagon and Congress. There is a prevailing notion in some quarters that Army aviation has more than its share of funding. In reality, when we look at the budget years we see that Army aviation has a smaller fraction of the research, development and acquisition funding than generally assumed. Aviation's share of the Army's RDA budget was 13 percent in 1999 and will drop to 12 percent in 2000. In FY 2000 aviation's procurement account is less than all the other major procurement accounts except for the ammunition account, which equals aviation. Although the future out-year budgets promise an increase for Army aviation, there is little guarantee that these larger budgets will materialize.

Aviation is sharing the burden of reduced modernization funds with the rest of the Army. However, the inherent risks and complexities of aviation create challenges that are uniquely acute. We have to get this message across. The Association of the United States Army (AUSA) stepped forward more than a year ago to sound the alarm on the continued decline in Army modernization. We in AAAA must join other associations and our Army leaders in intelligently articulating the need to invest in the future force. The risks of falling behind are unacceptable.



Maj. Gen. Snider is Program Executive Officer, Aviation, at Redstone Arsenal, Ala.



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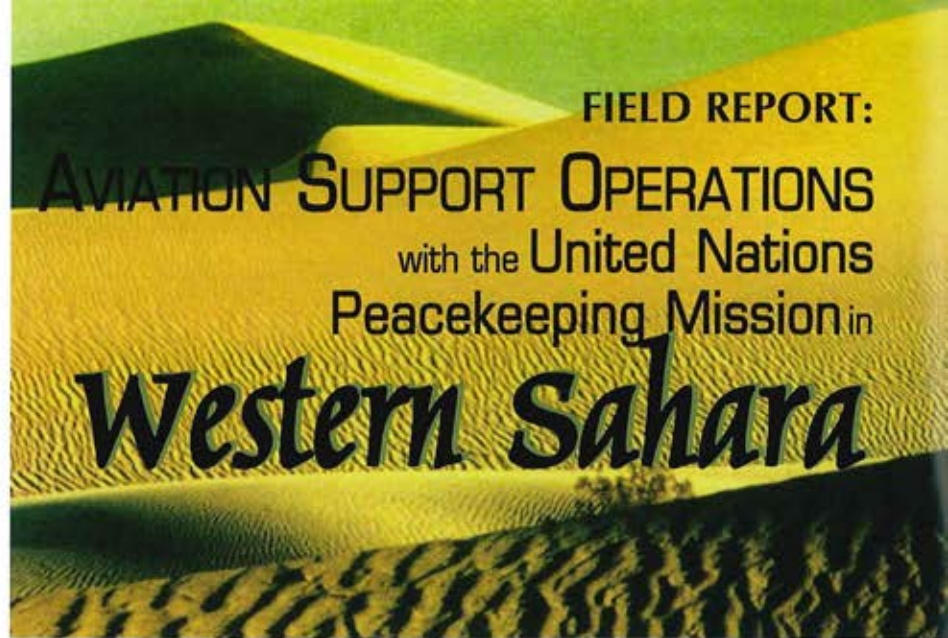
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FIELD REPORT:
AVIATION SUPPORT OPERATIONS
with the United Nations
Peacekeeping Mission in
Western Sahara

by Maj. James R. Bullinger

The desert is one of the most challenging and harshest environments in which to live and work. Coping with a burning sun, extremes in high and low temperatures, sand, lack of water, limited lines of communication and often vast expanses of nothingness poses a significant test for any unit or organization trying to conduct operations for any length of time.

The United Nations is faced with such a challenge in the deserts of Western Sahara. Since 1991, the U.N. has maintained military and civilian components in the disputed territory of the lands south of Morocco, as part of the U.N. Mission for the Referendum in Western Sahara, known as MINURSO [see accompanying box].

With nearly 415 people working in 13 remote sites, spread over a 266,000-square-kilometer (164,920-square-mile) area, trying to provide logistical support is a monumental task.

The use of ground assets to resupply the forward-deployed team sites, used by the military cease-fire observers and civilian support staff, is neither practicable nor feasible.

With few serviceable roads or refueling points, great distances across harsh terrain, the danger of unknown minefields and unexploded ordinances from three conflicts over the past 35 years, and extreme weather conditions – temperatures soaring above 55 degrees C (130 F) and frequent sandstorms – all tend to make ground transport a poor choice. The primary means of resupply and movement of people is by aircraft.

Aviation Support Service Contracts

Since no nation is willing to provide aircraft to support the peacekeeping mission, the U.N. must contract for aviation services. For the past several years a variety of Russian and Ukrainian aviation companies have won the U.N. aviation contract.

According to Lt. Col. Mark Lees, chief operations officer (G3) for MINURSO (and U.S. contingent commander), the Russians and Ukrainians provide excellent services and are a good value for the U.N. "The qualified

companies the U.N. hires have good track records and provide great support," Lees said. "They're professional, they work hard and they get the job done."

Currently three Antonov An-26 fixed-wing transports and three Mi-8 cargo helicopters support the mission. Three Russian aviation companies – Air Urga and Tyumen Avia Trans based in Tyumen, Western Siberia, and Kirov Air Enterprises in Kirov – provide one An-26, one Mi-8 and two An-26 aircraft respectively. Air Chayka of Simferopol, Ukraine, provides two Mi-8 helicopters.

Contracts are generally let for either six months or a year. However, air service contracts are not for the weak hearted.

This past January a German company won a contract to replace the Mi-8s with Bell 212s and 412s. But after arriving and flying in desert conditions for just two days, the company decided it could not meet its commitment and left the mission.

Challenges to Air Operations

The most significant obstacle is a combination of the weather and environment. As mentioned above, the temperature often climbs above 55 degrees Celsius during the summer period, from April through late September. Added to the heat are winds that blow at nearly a constant 15 to 20 mph, carrying sand, dust and debris – all of which add up to the potential for serious maintenance problems.

An additional problem is that there is little to no weather observation or forecasting for the region. Only the small Moroccan military airports at Laayoune, Smara and Dakhla, and the international airport in Tindouf, Algeria, have control towers with local area observations.

To assist the pilots with arrival weather information, the U.N. has provided a small but efficient electrical weather station, called the Davis Weather Wizard III, to the team sites. The Wizards provide wind speed and direction, air temperature readings, wind-chill factors

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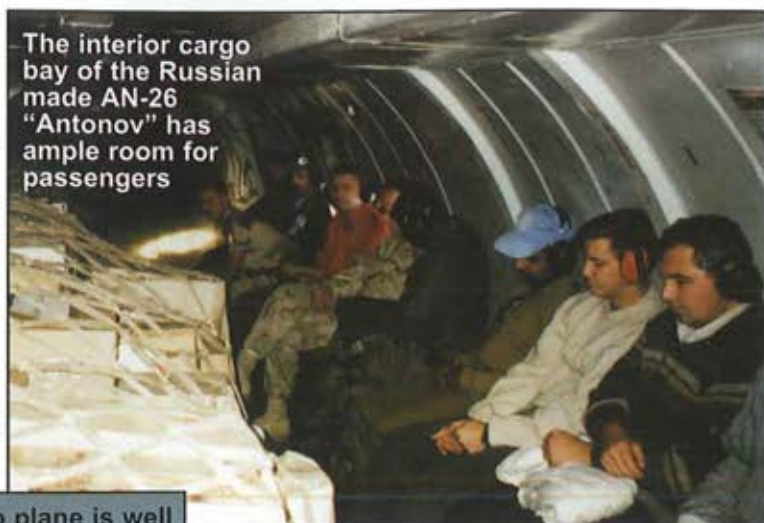
and rainfall in metric or English measurements. The sensors are mounted on 12-to-20-foot poles to help aid in accuracy. Visibility and cloud ceilings (rarely present except between November to February) are made by "best guess."

Navigation is also a challenge due to the vastness of the area and limited resources. The regional maps lack sufficient relief information to aid in visual navigation. Radio navigational aids are limited by range and - at times - by reliability. To insure safe navigation, the U.N. requires all contractor aircraft to be equipped with global positioning system (GPS) receivers. More than 2,000 way-points have been plotted by U.N. personnel to aid in both air and ground navigation.

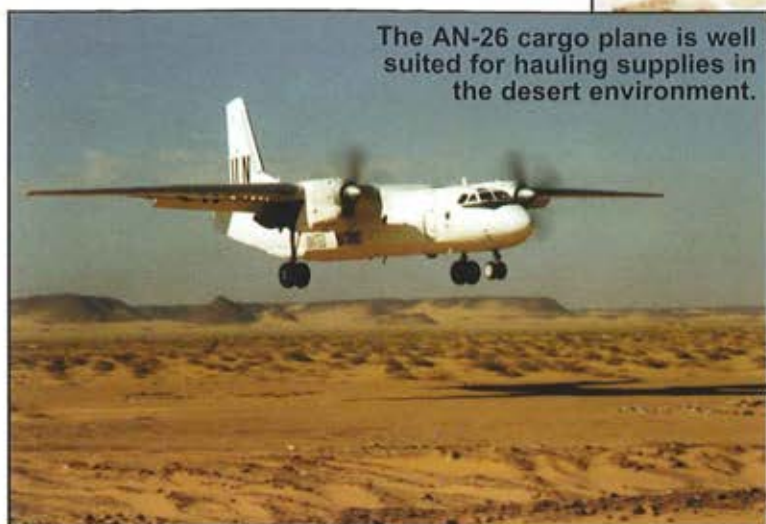
Another difficulty is providing radio flight-following services to the aircraft. All An-26s and Mi-8s have HF radios installed, but radio reception varies from good to bad between air to ground stations. Although the aircraft have VHF radios for civil aviation, they are modulated in the AM spectrum and not the military FM bandwidth, which the U.N. uses. So all air crews must carry a hand-held Motorola radio for com-

municating with ground stations when they are within range.

A simple but effective method is used to keep track of moving aircraft. Whenever an aircraft leaves a location, the departure station sends the time and number of persons on board to the next arrival station. An arrival message is sent when the aircraft lands. An air-operations cells monitors all movements by HF radio. If an aircraft



The interior cargo bay of the Russian made AN-26 "Antonov" has ample room for passengers



The AN-26 cargo plane is well suited for hauling supplies in the desert environment.

does not arrive by the estimated time of arrival, a search-and-rescue flight can be initiated.

The landing sites are all improved dirt strips that have been de-mined and bulldozed flat. They average 1.7 km in length, and must be monitored for rocks and ruts. As a result of dust and sand, all helicopter takeoffs and landings are rolling ones.

One final concern is the availability of Jet-A1 fuel and preventing contamination. Two methods are used to store fuel for aircraft use at each team site. Large 5,000-liter bladders are the first choice since they are easier to use and they keep the fuel clean. The second is the stockpiling of 200-liter drums. Gas-driven fuel pumps are used to circulate and pump fuel from bladders and drums. Manual hand pumps are also available as a back-up to the pumps.

About MINURSO

The acronym is derived from the French, "Mission des nation unies pour le referendum dans le Sahara Occidental," or the United Nations Mission for the Referendum in Western Sahara. MINURSO was established in May 1991 - in accordance with "the settlement proposals" accepted by Morocco and the POLISARIO Front on August 30, 1988 - to monitor the cease-fire, verify the reduction of Moroccan troops in Western Sahara, monitor the confinement of Moroccan and POLISARIO troops to designated locations, ensure the release of all Western Saharan political prisoners or detainees, oversee the exchange of prisoners, implement the repatriation program, identify and register voters, organize and ensure a free and fair referendum and proclaim the results. MINURSO became operational in September 1991 when the cease-fire came into effect. So far, the cease-fire has held. Today 200 military observers continue to patrol and monitor a 60-kilometer-wide area, alongside a 910-km-long, 8-to-12 foot high berm, separating the belligerent parties. Twenty-four countries - including China, Egypt, France, Kenya, Korea, Pakistan and Russia - provide officers and NCOs to support operations. The United States provides a 15-officer joint contingent. There are nearly 115 U.N. staff personnel, and 98 international and local contract workers supporting the mission as well. For more information on MINURSO and UN Peacekeeping Operations, visit the UN website at: www.un.org

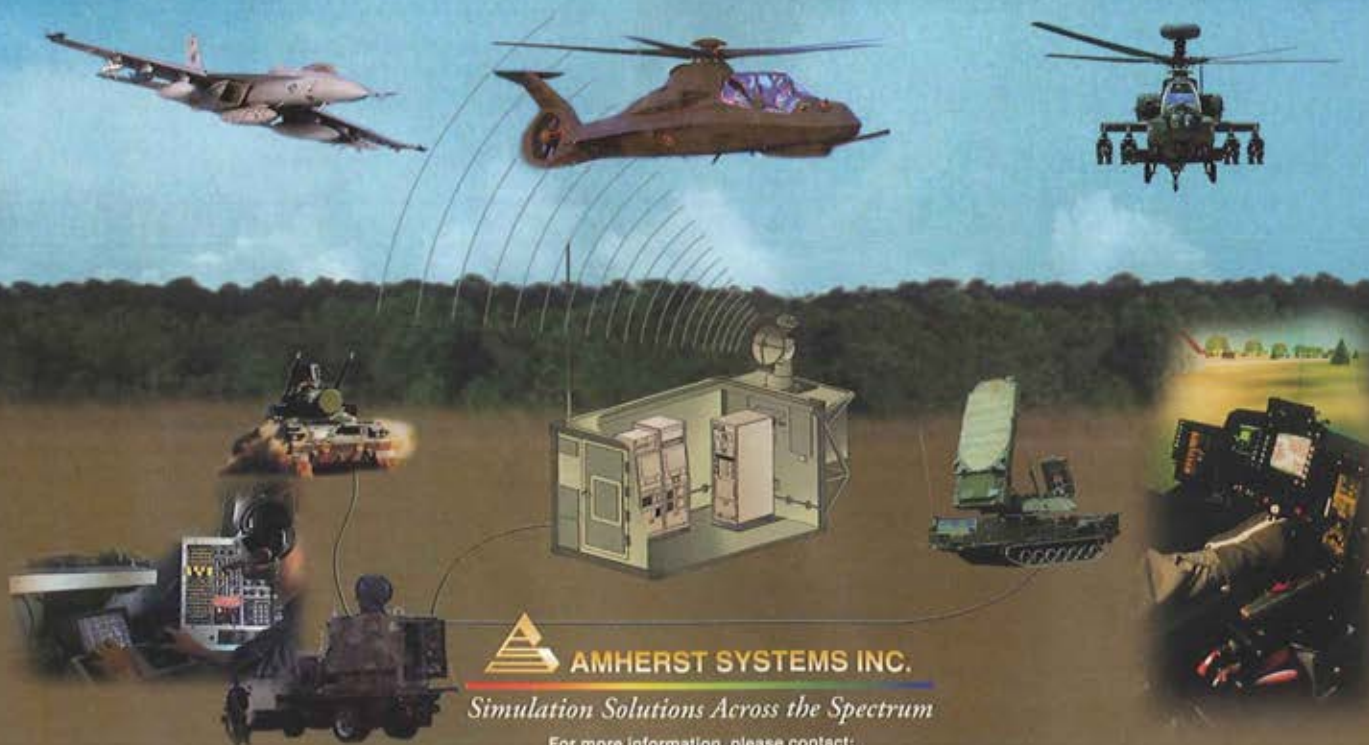
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FLYING THE MI-8

So what would it be like to fly the commercial version of the Russian-made Mi-8 helicopter? In what way would it be different from flying by the conventional standards familiar to Army pilots? Here's some interesting information to help you daydream.

First, the Mi-8 is similar in size to the H-3. It has two powerful engines, each producing 1,500 horsepower, to turn the five-bladed rotor system in a clockwise direction. You have to apply right pedal when increasing power.

The cockpit is large and spacious, with easy access into the two pilots' seats. There is a comfortable fold-down seat in the doorway for the flight engineer, behind and just above the pilots. The pilot's station is on the left and the co-pilot is on the right. The seats raise up and down, but do not slide fore and aft. There is a lap belt, but no shoulder harnesses. On the pilot's cyclic there is a hand brake lever on the front side of the cyclic grip, used to apply the brakes on the rear wheels. The pedals have leather toe straps to help keep your feet in place.

The flight engineer is responsible for starting and shutting down the engines. He also advances and retards the throttles, turns on and off all electrically powered equipment, and monitors aircraft systems when the engines are turning.

The cockpit instrumentation is calibrated in metric units. The altimeter is in meters and is based on pressure in millibars (1013). The airspeed is in kilometers per hour. When requesting wind speed and direction, wind is given in meters per second. Fuel quantity and consumption rate per hour are measured in liters. Temperatures are all in Celsius. Oil and hydraulic pressures are indicated in kilograms per square centimeter. And if dealing with metrics isn't enough, all labels and markings are in Russian. Thank goodness for green, yellow and red indications!

The basic aircraft weight with fuel is 7,000 kilograms (15,000 lbs), with a maximum gross weight of 12,000 kgs (26,400 lbs). Normal cruise airspeed is 200 kph (108 knots), with a maximum airspeed of 250 kph (135 kts).

In flight, the Mi-8 is very responsive to control inputs and is easy to maneuver. The aircraft is relatively smooth in moderate turbulence and handles well in windy conditions. In a nutshell, it's a real dream to fly!

Operational Air Missions

All aircraft share similar missions. Priority missions are casualty evacuation (CASEVAC) and search-and-rescue response. Routine missions include cargo resupply, medical evacuation and passenger transport. Special approval is given for VIP support flights.

The Antonov is ideally suited for long-haul supply missions because of its range and capacity. The An-26 can carry 20 people (not counting crew) and 4,000 lb. It cruises at 400 kph, has a range of 830 km, and can handle the reoccurring punishment of dirt airstrips.

The An-26s conduct twice weekly link-up flights with the Mi-8s in each of the two operational sectors.

Food, mail, documents, spare parts, equipment and people are transferred for flights to team sites without airstrips. Each Antonov flies about 125 hours per month; the Mi-8s fly 85 hours per month.

The Mi-8, with its aft clamshell doors, can handle a substantial load, but is limited by contract to 4,000 pounds of cargo or 20 passengers, or a combination of both. [See Flying the MI-8 for more information.]

The U.N. has been very successful with transporting fresh and frozen foods to its camps. The logistical staff uses Coleman and Igloo coolers to ship meats, dairy products and other foods requiring refrigeration. The coolers are dropped off with food shipments on the first resupply flight of the week and are sent back on the next flight about four days later.

The Mi-8s also undertake observation flights known as "helo reces," during which crew members monitor vast stretches of desert within the 60 km wide and 920 km long restricted area. Flying at 200 kph, at 50 to 200 meters, the Mi-8s provide military observers with a platform from which to verify unit positions, count weapon systems and watch for violations of the cease-fire agreement.

The safety of all military observers is a first priority. Whenever and wherever the Mi-8 flies, a doctor and a nurse from the Korean medical unit accompany the aircraft. This standard practice insures that a medical team is available to immediately respond to any CASEVAC emergency.

In the event of an emergency, both the nearest An-26 and Mi-8 are diverted from their missions and directed to the CASEVAC area. It is critical for the Mi-8 to recover the injured person and move to a link up with the AN-26. The Antonov is the only aircraft capable of flying the injured out of theater to a hospital in either the Canary Islands or to Casablanca, Morocco.

Conclusion

History has shown that the desert can easily defeat any unit or organization not prepared to sustain itself. Without the use of air assets, both fixed- and rotary-wing, the U.N. would not be able to support and maintain its lines of communication. Aviation is an important part of the United Nations success in working for a peaceful resolution of a difficult situation in the Western Sahara.



Maj. James R. Bullinger is assigned to the 1st Battalion, 11th Aviation Regiment, at Fort Rucker, Alabama. He is currently serving as a U.N. military observer with the 16th U.S. contingent in Western Sahara.

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"THE

HEROIC FLIGHT"



Story and Photo by MAJ James R. Bullinger

Valentin Kobelev, leader of the Heroic Flight, gives a wave from the cockpit of the Mi-8 he piloted over 11,900 km across Africa.

Almost every aviator and crew member, at one time or another, has fantasized about a long-distance self deployment. Here's a story of the ultimate self-deployment by helicopter.

Last year one Russian helicopter crew in Africa was challenged with a heroic undertaking when told to move their aircraft from one contract job to another. Their journey would last just over seven days, cover 11,912 kilometers (7,385 miles) and take 59.4 flight hours to complete.

Captain Valentin Kobelev — a senior pilot with the Tyumen Air Trans company based in Tyumen, Russia — was working in Nairobi, Kenya, in early May 1998 when he received word that his company had accepted a six-month contract with the United Nations in Western Sahara.

For Kobelev, moving his Mi-8 heli-

copter and crew from Nairobi to Laayoune in Western Sahara would present its share of problems. The foremost dilemma facing Kobelev was not being able to plan a direct flight across central Africa, since many of the countries north and west of Kenya were in an unstable condition, both politically and militarily.

With no guarantees of safe passage, lodging, landing rights, services or aircraft security, the only safe route with a reliable source of aviation fuel was south and then around to and along the western coast of Africa.

On May 19th Kobelev — with copilot Tcheboxarov, flight engineer Valeri Ivanov, and maintenance technicians Barsoukov and Iliushnikov — boarded their 15-year-old aircraft and took off for the longest flight of their lives.

Kobelev and crew managed to overcome the difficulties of limited weather reporting, in-route storms, language barriers and conducting daily aircraft maintenance. But finding refueling locations was a bigger concern.

The Mi-8 normally averages three hours of flight time with its basic fuel load, four hours with one internal auxiliary tank, and five hours with a second tank. Kobelev's aircraft was equipped with two auxiliary tanks.

However, some of the flight legs, especially towards the end of the journey, would offer no place to refuel. This uncertainty was solved by carrying several 200-liter (55 gal.) drums of Jet-A1 fuel inside the aircraft.

The longest leg of the trip was from Accra, Ghana, to Bamako, Mali, just over 1,145 kilometers and taking nearly 6.5 hours to fly.

According to Kobelev, his crew conducted their own in-flight aerial refueling operations on several occasions. Using a manual hand pump, fuel was transferred from the drums into the auxiliary tanks. The danger from fuel vapors was eliminated by flying with the side passenger door open, along with the four cargo compartment windows as well.

The Mi-8 flew at an average speed of 200 kilometers per hour (108 knots). On two days the crew logged more than 10 hours of flight time covering some 2,150 kilometers. While in-route the crew stopped at their company's African regional office in Nelspruit, South Africa, for rest and maintenance support.

For the most part the flight was uneventful. However, for the men who flew across the vast continent of Africa, it was a heroic flight made by helicopter.

ROUTE OF THE HEROIC FLIGHT

Date	From	To	Dist (Km)
May 19	Nairobi	Mombasa, Kenya	426
	Mombasa	*Momba, Mozambique	1,056
May 20	Momba	Beira, Mozambique	970
	Beira	*Nelspruit, South Africa	752
May 22	Nelspruit	Maun, Botswana	982
	Maun	*Ondangwa, Namibia	819
May 23	Ondangwa	Luanda, Angola	1,042
	Luanda	*Libreville, Gabon	1,114
May 24	Libreville	Douala, Cameroon	394
	Douala	*Accra, Ghana	1,111
May 25	Accra	Bamako, Mali	1,147
	Bamako	*Nouakchott, Mauritania	1,056
May 26	Nouakchott	Laayoune, Western Sahara	1,043

*= Remain Over Night

TOTAL 11,912

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What Happened to the Dinosaurs?



By Maj. Gen. Morris J. Brady, Ret.

How often have you thought of the sight or sound of a familiar aircraft? For most of us, probably not at all until we come to the time or place where aircraft are no longer a part of the everyday scene. When we're hit by the realization of the impact aircraft have had on who we are, what we do and how we do it, some might even have thoughts of how we can hold on to the special meaning aviation has had for us. Even though aircraft have become a central part of life, we

The Army Aviation Heritage Foundation's TAH-1P Cobra in the final stages of a complete restoration.



don't seem to be consciously aware of how fundamentally important they are. What a great tragedy it would be to lose the spirit of our aviation history beyond the same veil of years that hides the fate of the dinosaurs.

It could happen. All it takes is some indifference and a little neglect spiked by a touch of apathy, and there we are. As the inventory of an aircraft from our past dwindles down to the single digits, that aircraft becomes an endangered species on its way to becoming extinct. When that happens, another piece of our heritage is about to be lost. A small bit of the glory that aircraft may have inspired fades. The memory of the struggles and sacrifices dulls. Soon the live evidence of its contributions and failures is gone.

For some aircraft the process has already begun and they are now an endangered species. For others it may be too late. Extinctions have

occurred since the beginning of flight. For example, where are our World War I aircraft today? For that matter, how many World War II aircraft are still with us? Some are still around, but which ones and how many? More importantly, what is being done to preserve these warbirds and keep them flying?

The Experimental Aircraft Association says that during World War II 296,429 military aircraft were produced and most of the survivors didn't make it to the post-war period.

Many of those that made it through the war were considered not to be worth the price of a ticket home. They were destroyed because no further need was seen for them. Some were pushed off aircraft carriers, others were blown up, cut apart or scrapped. A few made it to the bone yard. Others were used up in fire fighting, transport duties and other causes deemed at the time to be more important than the aircraft themselves. A few old warbirds, generally highly modified, were used for sport flying.

When the number of surviving aircraft of a particular species drops, the demise of the species is accelerated as the nonflyable hulks and pieces are consumed for parts to keep the ever dwindling survivors flying. Accidents and neglect further complicate the issue.

In spite of the thousands of aircraft produced for World War II, their numbers are finite. These aircraft, some of the most famous in the

As these aircraft slowly slip into oblivion, one can almost hear their funeral dirge drawing closer.



AAHF's restored L-4 served with the U.S. Army from the invasion of North Africa, through Europe, to the fall of Berlin.

world, are slowly fading away. Arguably one of the most popular and effective fighters of that war was the P-51 Mustang. The United States built 15,686 of them. A few years ago, only 295 were known to exist. Half, less than one percent, of those surviving, are flying today. We know of ten flyable P-38s out of a total of 9,923. Just 11 P-47 Thunderbolts are known to exist. As these aircraft slowly slip into oblivion, one can almost hear their funeral dirge drawing closer.

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This regrettable circumstance has come about largely because of a low level of interest and too little effort directed toward preserving the history and technology of these grand old aircraft. Sadder still is the loss of the great contributions to American arms by these flying machines and the heroic men who flew them. What better way is there to illustrate and commemorate their valor and dedication than by flying examples of the machines?

Although the aircraft mentioned are widely accepted as part of the heritage of the U.S. Air Force, they started out as part of the Army Air Corps and later the U.S. Army Air Forces. But who is keeping track? Current-day Army aviation heritage is generally traced to the Army liaison aircraft of World War II.

The burden of recording the Army's history of flight has so far been left to museums and the written word. A number of military aircraft are in great museums throughout the country. Others are still in storage facilities awaiting restoration or display space. Some are being cannibalized.

Almost none actually fly, whether they are capable of flight or not. They sit static and quiet.

The tradition has been to entice the public to come to us. How much more can be done to reinforce the work of these fine institutions by adding aircraft that can be seen and heard and touched? Flying aircraft should be taken to the public so young and old can see their aerial performance, inspect the aircraft and talk to the crews. America's flying history is one of the brightest and most vital chapters of our national record. More

needs to be done to proclaim it.

Just as the aircraft of earlier times have been lost or are in danger of becoming so, more recent Army aircraft are steadily moving toward extinction. Not too long ago, an Army aviator requested that an H-13 be present on the parade field at his retirement ceremony. The problem was that H-13s are long gone from the Army inventory. So a contractor was called on to provide the H-13, but he didn't have one, either. However, after an appeal to local maintenance operators, three pieces of an H-13 were found that could be cobbled together and trucked to the parade field.

Two years ago a well-done tableau depicting the various periods of military history presented a three-quarter-ton truck to represent the Vietnam War. It was reported that the truck was used because no UH-1s were available, nor were the funds to pay the National Guard for flying one in. With the emphasis on scrapping the helicopters as they are surplused, recalling or

The AAHF's second of three UH-1H's arriving at the Foundation's hangar at Tara Field on the South side of Atlanta.



The last TL-19D in government service is delivered to Tara Field to begin restoration.

Dinosaurs cont'd. on page 52

Heritage Update

The Army Aviation Heritage Foundation (AAHF) would like to thank the Army Aviation Association of America for its ongoing support. AAHF is in its second year of operation and things are developing extremely well — we currently have nine flyable examples of Army aircraft dating back to 1943.

You may have had an opportunity to view the

AAHF's first restoration project — a Hughes OH-6A Cayuse — at last year's AAAA convention. The aircraft sparked an exciting response from a number of Army aviation enthusiasts following the convention. Upon flying home from the convention the AAHF had officially registered 10 new lifetime members! Membership meetings are held at the Foundation headquarters at Tara Field, 4A7, on the first Saturday of each month.

The Foundation is still in pursuit of historic flying examples of Army aircraft that can be restored and utilized in the educational flying presentations scheduled to begin this summer. If you or someone you know is interested in helping to preserve the rich heritage of Army aviation and educate the American public (particularly the younger generation) on the contributions and accomplishments of Army aviation, please let us know. AAHF is an IRS approved 501 (c) (3) organization,



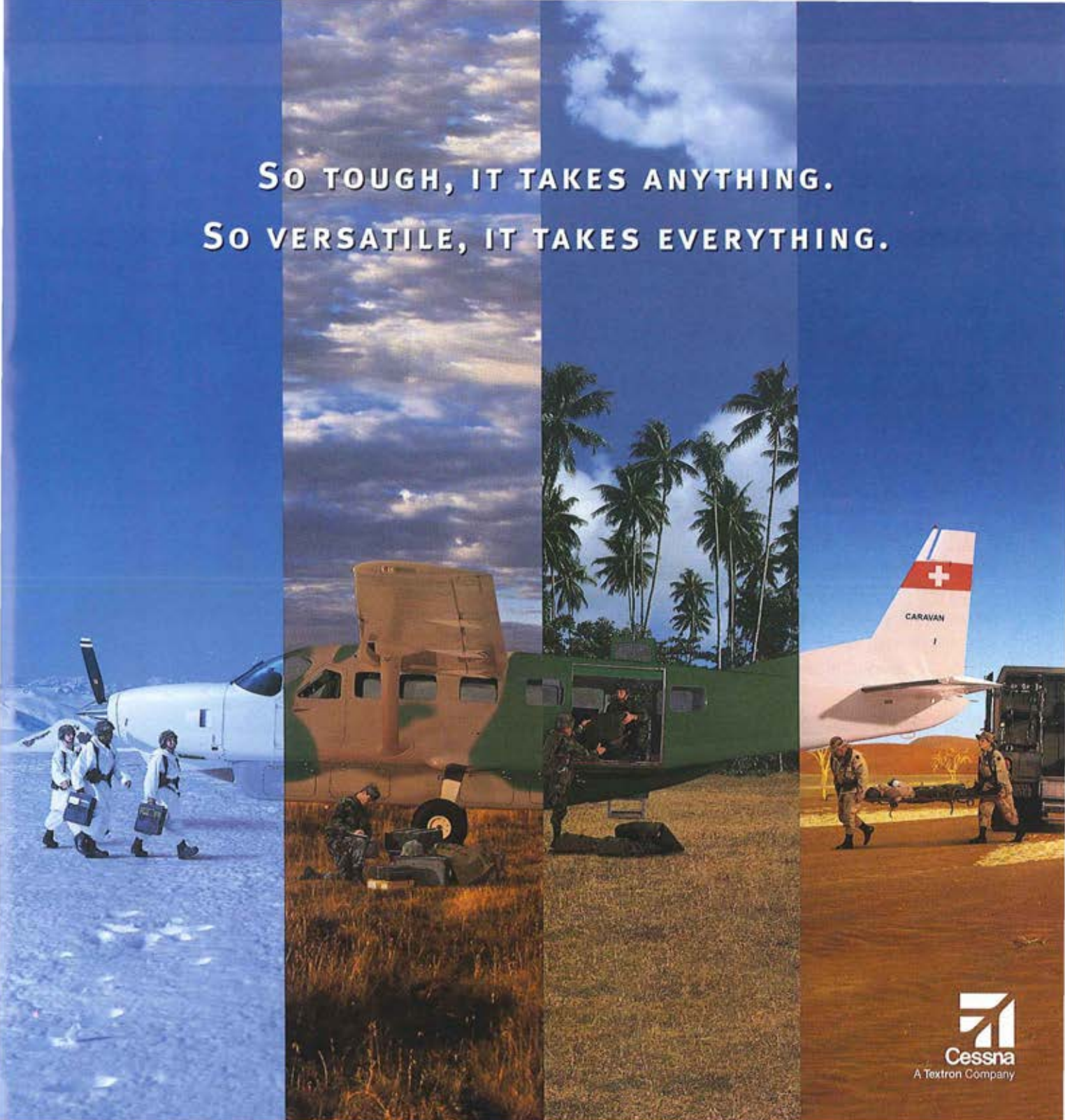
making donations of money, parts and equipment, or aircraft fully tax deductible. Come join AAHF and be a part of living history — your assistance to our cause is greatly appreciated.

You can call us at (770) 897-0444, fax us at (770) 897-0066 or access our web site at www.armyav.org. Our mailing address is: The Army Aviation Heritage Foundation, 506 Mt. Pleasant Road, Hampton, GA, 30228.

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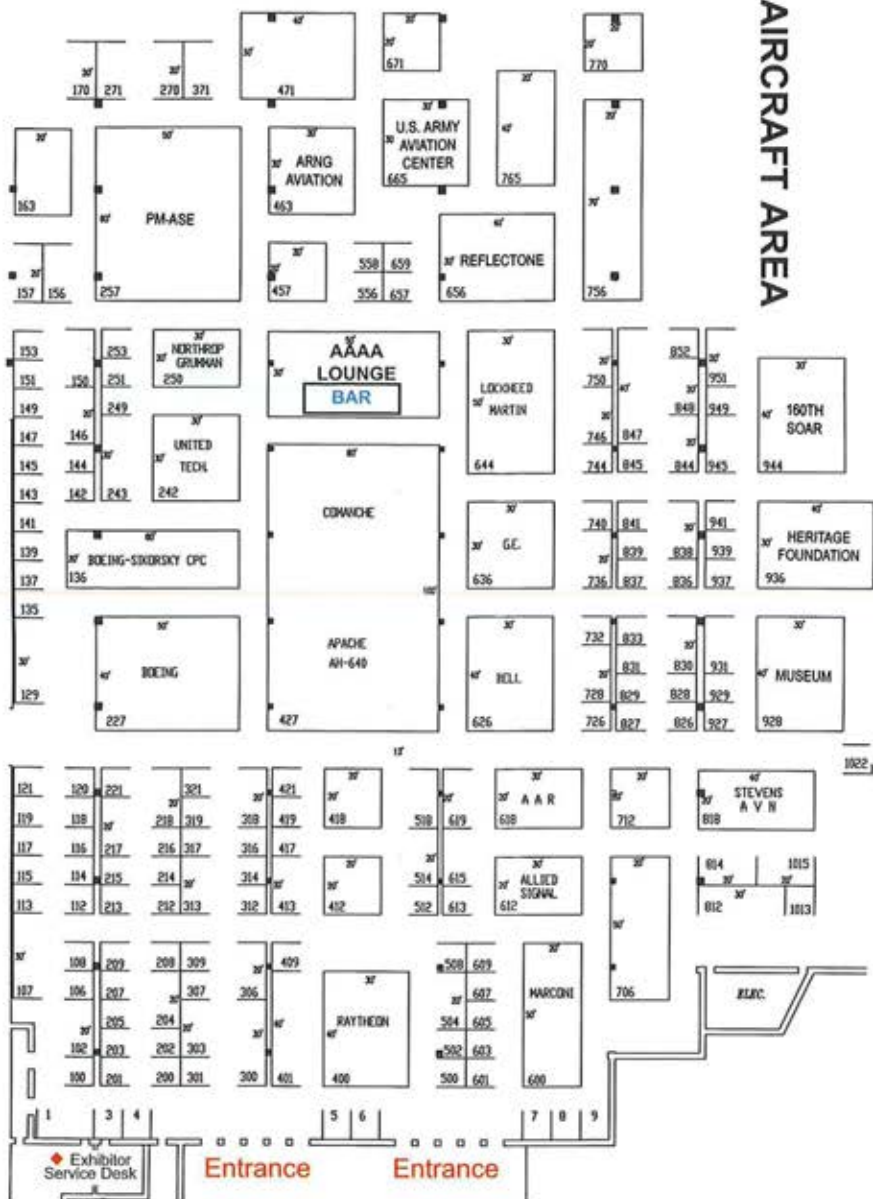
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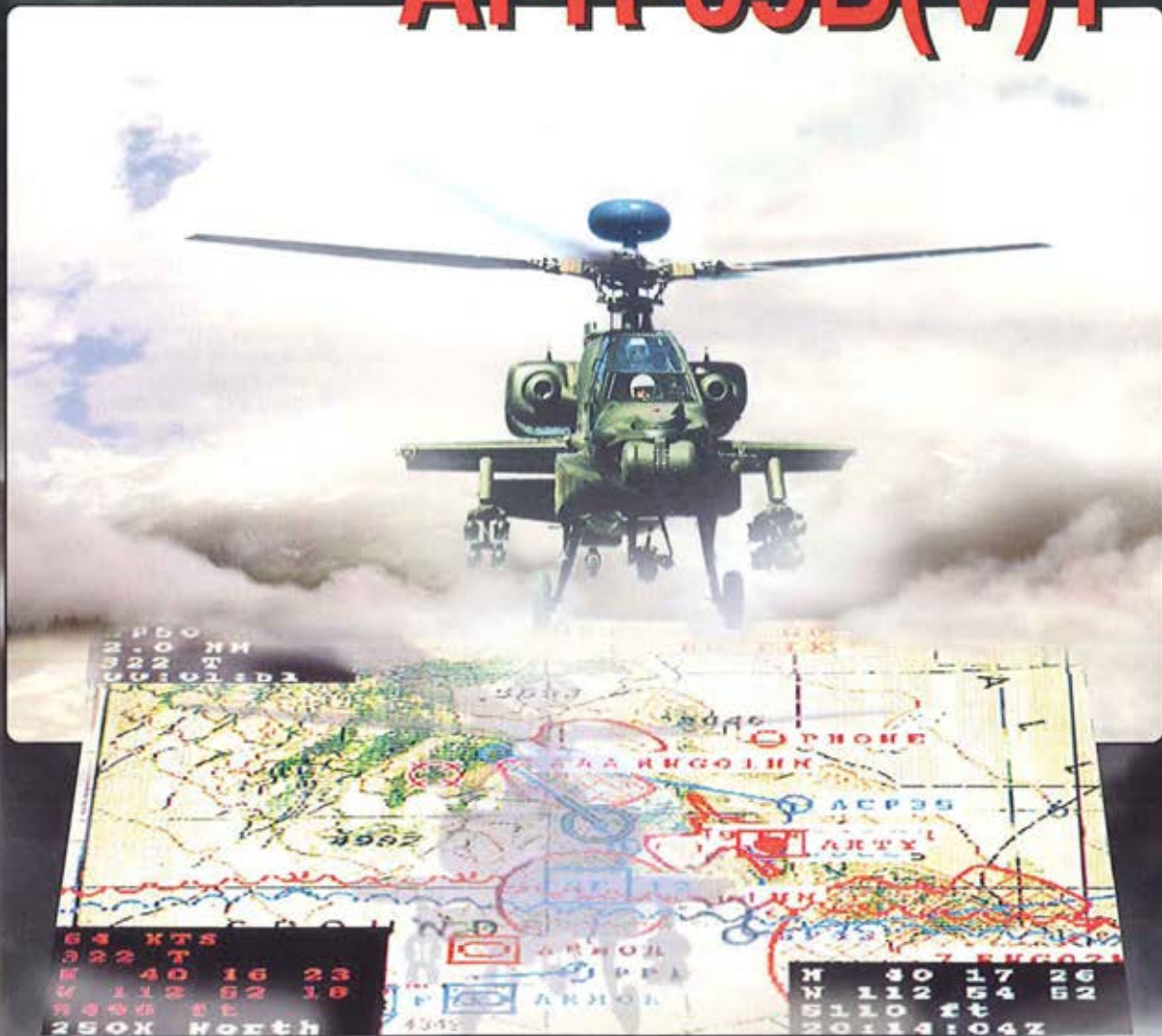
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President: BG John M. Curran
Fort Leavenworth, KS
- Lindbergh Chapter (231)***
President: Mr. Paul L. Hendrickson
St. Louis, MO
- MacArthur Chapter (73)*****
President: COL Vincent J. Albanese
New York/Long Island Area, NY
- Mid-America Chapter (34)*****
President: CPT Jay D. Offenberger
Fort Riley, KS
- Minuteman Chapter (39)*****
President: CPT Timothy J. Riley
Westover AFB, MA
- Mission Ready Chapter (41)*****
President: CW4 Gregory S. Schneider
Giebelstadt, Germany
- Monmouth Chapter (283)***
President: Mr. Ronald V. Kurowsky
Fort Monmouth, NJ
- Morning Calm Chapter (1018)***
President: COL James R. Myles
Seoul, Korea
- Narragansett Bay Chapter (72)****
President: COL William H. Pond
N. Kingstown, RI
- Nile Delta Chapter (32)*****
President: CW3 Robert J. Novak
Cairo, Egypt
- North Country Chapter (119)****
President: COL David P. Brostrom
Fort Drum, NY
- North Texas Chapter (254)***
President: Mr. Robert A. Brady
Dallas/Fort Worth
- Northern Lights Chapter (79)*****
President: CW2 George K. Snyder, Jr.
Fort Wainwright/Fairbanks AK
- Old Tucson Chapter (56)*****
Marana, AZ
- Oregon Trail Chapter (57)*****
President: CW5 Kenneth E. Hiigel
Salem, Oregon
- Phantom Corps Chapter (280)***
President: COL Robert T. Harmon
Fort Hood, TX
- Pikes Peak Chapter (103)****
President: LTC B. Shannon Davis
Fort Carson, CO
- Ragin' Cajun Chapter (83)****
President: LTC David L. Lawrence
Fort Polk, LA
- Rhine Valley Chapter (64)*****
President: MAJ Mitchel E. Hadad
Mannheim, Germany
- Rising Sun Chapter (35)*****
President: LTC Michael O. Grant
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- Savannah Chapter (145)****
President: COL Allen S. Baker
Ft Stewart/Hunter AAF, GA
- Showme Chapter (63)*****
President: COL Edward C. Gruetzemacher
Jefferson City, MO
- Sinai Chapter (21)*****
President: CPT Ronald E. Richards, Jr.
Sinai, Egypt
- Southern California Chapter (208)***
President: COL George J. Benjamin
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- Stonewall Jackson Chapter (66)*****
President: COL William A. Simpson
Sandston, VA
- Talon Chapter (101)****
President: COL Oliver H. Hunter, IV
Illesheim, Germany
- Tarheel Chapter (56)*****
President: LTC Andrew W. Goodwin
Raleigh, NC
- Taunus Chapter (54)*****
President: COL Jeffrey J. Schloesser
Wiesbaden, Germany
- Tennessee Valley Chapter (626)***
President: BG Joseph L. Bergantz
Huntsville, AL
- Virginia Military Institute (34)*****
President: COL Norman M. Bissell, Ret.
Lexington, VA
- Washington-Potomac Chapter (863)***
President: COL Joseph L. Ferreira
Washington, DC
- Western New York Chapter (51)*****
President: MAJ Michael E. Bobeck
Rochester, NY
- Wright Brothers Chapter (43)*****
President: CPT John W. Villacres
Columbus, Ohio

As of April 30, 1999, membership in AAAA's 66 Chapters totalled 11,278 members, or 86% of the Association's 13,116 members. The 66 Chapters are divided into three categories.

* The Master Chapter category includes the 19 largest Chapters with 170 or more members and covers 8,237 members.

** The Senior Chapter category of 14 Chapters with 80-169 members, equalling 1,493 members.

*** The AAAA Chapter category of 33 Chapters having 25-79 members, comprising 1,436 members.

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AAAA NATIONAL AWARD WINNERS

Aviator of the Year



Sponsored by Sikorsky Aircraft Division, UTC
Lt. Col. Richard E. MacNealy, 21st Cavalry Brigade (Air Combat), III Corps and Fort Hood, Fort Hood, Texas

Lt. Col. Richard E. MacNealy shouldered a range of simultaneous responsibilities for the Army during 1998. He was the 21st Cavalry Brigade's deputy commander, commander of that unit's provisional Headquarters Squadron, chief of the brigade's reserve-component training team, co-chairman of the Army's AH-64D Apache Longbow Integrated Product Team, and the primary coordinator for the Army's Foreign Military Sales aviation collective training program. Few officers of his grade have had a more far-ranging and positive impact on Army aviation.

As deputy commander of the 21st Cavalry Brigade, MacNealy ensured the unit's close cooperation with III Corps, Fort Hood, Forces Command, Training and Doctrine Command, Department of the Army and the Royal Netherlands Air Force. He was the essential link for the successful fielding of the AH-64D, and for the success of the Netherlands' AH-64A training program.

MacNealy used his key position as co-chair of the AH-64D Integrated Product Team to identify and develop an action plan for completing all essential actions required for the force-modernization process. He also drew on his extensive Apache training background and experience to provide extensive guidance and supervision during the development and implementation of training policies and procedures for the Army's AH-64D Longbow Unit Fielding and Training Plan.

Among MacNealy's other noteworthy accomplishments during the year were the key role he played in developing and fielding the initial Collective Helicopter Operations in a Combat Environment (CHOICE) system; his development of a detailed training plan for National Guard aviation units mobilized for deployment to Kuwait for Operation Southern Watch; his role as liaison to the Royal Netherlands Air Force and British Army regarding their acquisition and fielding of AH-64 aircraft; and, finally, his participation in the effort to maintain civilian support for helicopter operations in the Western Training Area. MacNealy's deep and sincere commitment to Army aviation, his professionalism, his leadership and his accomplishments significantly enhanced the Army's aviation capabilities in 1998 and for years to come.

Aviation Soldier of the Year



Sponsored by Bell Helicopter Textron, SFC Michel Pigford,
571st Medical Company (Air Ambulance), Fort Carson, Colo.

SFC Michel Pigford is the AAAA Aviation Soldier of the Year because of his professional excellence and demonstrated skills as an air ambulance NCO in 1998.

Pigford began the year by excelling in the Emergency Medical Trauma-Intermediate course, while at the same time serving as an aeromedical evacuation flight medic. He passed on those and other skills while serving as his unit's aeromedical evacuation flight instructor. He aided two units during the transition from the UH-1 to the UH-60. First the 82nd Medical Company (AA), Ft Riley, KS and later on behalf of the 1022nd Medical Company, a National Guard unit preparing for a Bosnia rotation in 2000.

During 1998 Pigford participated in more than 50 lifesaving missions, flying in daylight, at night, in adverse weather, under NVG conditions and at high altitudes. Two missions in particular showcased his outstanding talents in his field. The first, on September 5, required Pigford and his crew to rescue a skier from the 11,800-foot level of a glacier, a task that required two attempts because of adverse environmental conditions. Pigford was ultimately lowered to the skier's position, attended to him while the aircraft made a daring approach, then ensured that the patient was lifted out and transported to an area hospital.

In the second mission, on September 6, Pigford was lowered to the position of another injured skier, this one at the 13,900-foot level. After packaging the injured skier for extraction by rescue hoist, Pigford prevented the rising litter from colliding with a rock outcropping when a sudden downdraft forced the hovering UH-60 to veer sharply away. Pigford's actions prevented further injury to the skier, who was ultimately transported to a nearby hospital for further treatment.

Pigford's professionalism as a soldier, an aviator and a medic are unparalleled, and he is the epitome of the professional aviation soldier.

Joseph P. Cribbins Department of the Army Civilian Award



Sponsored by The Boeing Company, Thomas L. House, Executive Director,
Aviation Research, Development and Engineering Center, U.S. Army Aviation & Missile Command, Redstone Arsenal, Ala.

Mr. Thomas L. House is recognized for his professional excellence, outstanding leadership and unrelenting dedication to Army aviation while executive director of AVRDEC.

In support of the Program Executive Office for Aviation and the Deputy for Systems Acquisition, House directed all engineering efforts in a variety of disciplines (engines, transmissions, rotor blades, airframes, avionics and weapons integration) resulting in the finest possible support for the world's best rotorcraft fleet. He also ably directed the AVRDEC's Science and Technology Program and, as a founding member of the Army Science and Technology Working Group, integrated rotorcraft technologies development in the Army's Force XXI and Army After Next programs.

House was the impetus for the insertion of advanced technologies into the UH-60 Block Improvement Program; he coordinated and directed the Army's technology roadmap for the Defense Department's Joint Transport Rotorcraft demonstration; he was responsible for bringing all phases and disciplines of technology to bear on the development of the OH-58D, AH-64D, RAH-66 and ICH helicopters; and led the effort to establish the Aviation Battle Laboratory at Fort Rucker, Alabama.

House's stellar performance during three decades of dedicated civilian service to the Army and the nation are worthy of the highest possible esteem.

James H. McClellan Aviation Safety Award



Sponsored by GE Aircraft Engines, CWO 3 Paul D. Clark, 6th Squadron, (Attack),
6th Cavalry Regiment, 11th Aviation Regiment, Germany

As the squadron safety officer for the 6th Squadron, (Attack), 6th Cavalry Regiment, CWO 3 Paul D. Clark undertook a range of vital safety programs both at the unit's home base in Illesheim, Germany, and in Bosnia. Clark, an AH-64 pilot in command, supervised five troop safety officers and five troop safety NCOs. Through his demanding, realistic schedule, Clark ensured that the squadron maintained an all-time-low accident and injury rate of zero Class A, B or C air or ground accidents during the 5,200-flight-hour year.

continued ☞

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During 1998 Clark's safety program was rated "commendable" during the Regiment CIP. He also simplified and streamlined regimental standardization; improved the Regimental Fighter Management SOP; promoted safety awareness through an aggressive information campaign; developed a detailed hazard analysis for each squadron mission; improved the safety and welfare of unit personnel by incorporating and conducting creative training; and professionally developed junior officers and NCOs through continual teaching, coaching and mentoring.

During the unit's deployment to Bosnia, Clark was tasked to be the Regimental Task Force safety officer in addition to his other duties, which made him responsible for more than 400 soldiers, 24 AH-64s, 15 UH-60s and two AH-64s crewed by Royal Netherlands Air Force personnel. He was simultaneously appointed the Comanche Base safety officer, in which position he was responsible for more than 1,000 personnel from all the military services.

In addition to his significant safety-related accomplishments, Clark honed his tactical and technical expertise as an AH-64 PIC. In his personal time he completed a master's-level course in crash investigation. A dynamic leader and true Army aviation professional, his many significant contributions have greatly improved the squadron's combat readiness and tremendously improved individual and unit safety.

Outstanding Aviation Unit (Army)



LTC Thomas J. DeVine



CSM Terrel R. Barlow

Sponsored by The Boeing Company

1st Battalion, 3rd Aviation Regiment, 3rd Infantry Division, Aviation Brigade, 3rd Infantry Division (MECH), Hunter Army Airfield, Savannah, Ga.

On Feb. 16, 1998, the 3rd Inf. Div. — then the Rapid Reaction Force of XVIII Airborne Corps, was alerted for deployment to Kuwait in support of Operations Desert Thunder and Southern Watch. The Aviation Brigade Task Force was built around the 1st Battalion, 3rd Aviation Regiment, which developed and executed the movements scheme for the entire brigade. Within 49 hours of the alert the battalion launched the first air load, significantly under the 72-hour standard for heavy-division rapid deployments. Eight days after the alert the Task Force had closed on its assembly area without mishap and was combat ready.

The 1st Battalion, 3rd Aviation Regiment, was the first Apache battalion ordered to Kuwait since the end of Operation Desert Storm. Within three days of arrival the battalion's leaders had written war plans for AH-64s, UH-60s and OH-58s and, when the threat of immediate combat was averted, the battalion aggressively attacked the challenge of devising a comprehensive training plan in an unfamiliar desert theater occupied by a multinational force. This one in addition to the standing, three-fold primary mission of deterring Iraqi aggression, assuring the Kuwaitis of American resolve in defending their freedom, and defending Kuwait.

Throughout the year the 1st Battalion, 3rd Aviation Regiment, maintained its combat readiness at the highest level of tactical proficiency; undertook a variety of significant joint training events; sustained the mission at home and abroad; took excellent care of soldiers and families; and, despite three alerts and five months in Kuwait, averaged a 74 percent fully mission capable rate while flying 3,260 hours for the year.

Outstanding Aviation Unit (USAR)



LTC James E. Fletcher



CSM James J. Schiffman

Sponsored by AlliedSignal Engines,

7th Squadron, 6th Cavalry Regiment, (Attack), Conroe, Texas

The 7th Squadron, 6th Cavalry Regiment, represented the best of the best in Army aviation during 1998. The unit flew 3,194 accident-free AH-64A flight hours, while maintaining an enviable operational-readiness rate. The unit continued its excellent safety program, receiving "Commendable" ratings during both the U.S. Army Forces Command/U.S. Army Aviation Center Directorate of Evaluation and Standardization ARMS inspection and a 244th Aviation Brigade OIP inspection.

The squadron undertook many innovative and productive training events, many of which focused on qualifying combat aircrews through Table VIII (Night) Gunnery. Twenty aircrews were so qualified, a first in squadron history, by using a combination of Inactive Duty Training periods on weekend drills and Active Duty Training during annual training. The unit also conducted Table XII troop-level advanced gunnery training with Hellfire missiles, attaining 90 percent target kills. Training in support of the squadron's Mission Essential Task List was primarily oriented toward troop-level lanes, and lanes evaluations of two troops were accomplished one full training year ahead of schedule.

With more than 300 personnel assigned, the squadron maintained a 98 percent retention rate. This is yet another sign of the unit's emphasis on caring for soldiers and sensitivity to their personal and professional needs. The commitment also extends to the community, for the squadron participated in 28 static displays and air shows during the year, displaying the AH-64 to more than 3 million people and demonstrating the unit's professionalism and pride in Army aviation.

Outstanding Aviation Unit (ARNG)



LTC Irvin R. Blackmon



CSM John T. Gattis

Sponsored by AlliedSignal Engines, 1st Battalion,

130th Aviation Regiment, North Carolina Army National Guard, Morrisville, N.C.

During the course of 1998 the North Carolina Army National Guard's 1st Battalion, 130th Aviation Regiment, undertook a range of real-world and training missions. Each mission was conducted safely, on time and to standard, and the unit accumulated 3,200 AH-64 flight hours with no Class A, B or C accidents or incidents.

Because of its training, preparation and readiness the 1st Battalion, 130th Aviation Regiment, was tapped to lead the Aviation Task Force deployed to Southwest Asia in support of Operation Southern Watch — a first for Army National Guard aviation. The battalion provided the command and staff for the task force, the entire AH-64 company and most of the maintenance support. Living and operating in austere and challenging conditions, the unit's deployed personnel set the standards for operations, training and maintenance in the Kuwait theater.

Even though more than a third of the battalion was deployed during the year, the unit maintained its stateside commitments. The battalion undertook a highly successful Hellfire live-fire exercise, was rated as fully prepared to conduct its mission following the first-ever Forces Command and National Guard Bureau 350-1 evaluation, deployed aircraft to Exercise Blue Flag in Florida, and responded to numerous calls for assistance from civilian communities ravaged by hurricanes, tornadoes and flooding.

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combat capabilities for the AH-64A/D. The 130 gallon tank is interchangeable with the ammunition storage magazine and two personnel can install or remove the system in approximately 20 minutes



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160th Special Operations Aviation Regiment, (Airborne), Fort Campbell, Ky.



CSM Donnie
D. Calvery

The 160th SOAR is recognized for its pioneering role in the development of special operations aviation, and for the many innovations it has introduced across the entire spectrum of Army aviation.

Since its 1980 formation the unit has defined and mastered night, tactical, low-level flight techniques in every environment. The 160th has been a leader in the development and implementation of innovative tactics, which have been shared throughout the Army and the other services. Mission planning skills, techniques and policies originally developed by the 160th SOAR are now used Army wide, as are a range of aviation-related documentation packets originated by the unit. The 160th has led the Army and the nation in the training and deployment of highly qualified special operations aviation personnel, particularly through its Green Platoon training for officers and enlisted soldiers. In addition, the regiment has developed or matured a range of tech-

nologies — among them night-vision systems, armed light attack helicopters, mission-configured avionics packages and more - than have been adopted throughout the Army.

A vital member of the Army aviation team, the 160th SOAR has repeatedly proven in combat, training and daily operations that it is the world's premier special operations aviation unit.

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THE ARMY AVIATION STANDARD OF EXCELLENCE

PFC Garfield M. Langhorn, U.S. Army was assigned to Troop C, 7th Squadron (Airmobile), 17th Cavalry, 1st Aviation Brigade in Pleiku Province, Republic of Vietnam, when he gave his life to save his comrades on 15 January 1969. Born on 10 September 1948 in Cumberland, Va., PFC Langhorn entered service at Brooklyn, NY, and was awarded the Medal of Honor for his actions.

Citation: For conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty. Pfc. Langhorn distinguished himself while serving as a radio operator with Troop C, near Plei Djereng in Pleiku Province. Pfc. Langhorn's platoon was inserted into a landing zone to rescue two pilots of a Cobra helicopter shot down by enemy fire on a heavily timbered slope. He provided radio coordination with the command-and-control aircraft overhead while the troops hacked their way through dense undergrowth to the wreckage, where both aviators were found dead. As the men were taking the bodies to a pickup site, they suddenly came under intense fire from North Vietnamese soldiers in camouflaged bunkers to the front and right flank, and within minutes they were surrounded. Pfc. Langhorn immediately radioed for help from the orbiting gunships, which began to place minigun and rocket fire on the aggressors. He then lay between the platoon leader and another man, operating the radio and providing covering fire for the wounded who had been moved to the center of the small perimeter. Darkness soon fell, making it impossible for the gunships to give accurate support, and the aggressors began to probe the perimeter. An enemy handgrenade landed in front of Pfc. Langhorn and a few feet from personnel who had become casualties. Choosing to protect these wounded, he unhesitatingly threw himself on the grenade, scooped it beneath his body and absorbed the blast. By sacrificing himself, he saved the lives of his comrades. PFC Langhorn's extraordinary heroism at the cost of his life was in keeping with the highest traditions of the military service and reflect great credit on himself, his unit, and the U.S. Army.

An AAAA Scholarship Foundation, Inc. Scholarship has been established to honor this American hero. Please contact The AAAA Scholarship Foundation, Inc. 203-226-8184 ext. 125, 49 Richmondville Ave., Westport, CT 06880, E-mail aaaa@quad-a.org for more information on how you can help support the PFC Garfield M. Langhorn Scholarship Fund.



PFC Langhorn was posthumously inducted into the Army Aviation Hall of Fame sponsored by the AAAA, on April 2, 1998.

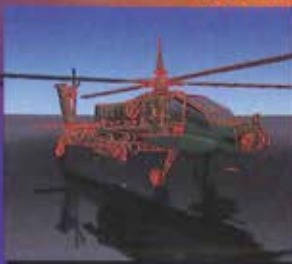


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Saturday, May 8, 1999

8:00 AM - 5:00 PM Governors Ballroom

AAAA Registration Center Open

9:00 AM - 12:00 PM Buses depart from the Presidential Portico

Hermitage Tour

All buses will depart from the Presidential Portico at 9:00 a.m. Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus.

The Hermitage, the Home of President Andrew Jackson, set on more than 600 acres of rolling middle Tennessee countryside, offers a commemorative tribute to one of America's most admired Presidents and great military heroes, Andrew Jackson. Many original furnishings, countless personal items, and beautiful landscaping and gardens are kept much as they were when the Jackson family lived. Andrew Jackson died in 1845, but his spirit lives on amid the green fields and stately cedars surrounding this historic 19th century plantation. After touring the Hermitage, you will drive by the Tulip Grove Mansion and the Two Rivers Mansion, stately antebellum homes.

1:00 PM - 6:00 PM Springhouse Golf Club

AAAA Air Assault Chapter Golf Tournament

1:30 PM - 4:30 PM Buses depart from the Presidential Portico

Inside Music City Tour

All buses will depart from the Presidential Portico at 1:30 p.m. Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m. and Saturday, May 8, 1999, from 11:00 a.m. to bus departure time. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus.

There is no better way to discover Music City than to travel to the world-famous Music Row. Start your tour at the Country Music Hall of Fame and Museum with more than 60 years of fascinating history. From Elvis' Gold Cadillac to Garth Brooks' signature cowboy shirt, the museum offers a rare glimpse at some of the industry's most valuable treasures.

See an actual live recording session in the oldest remaining studio on Music Row, the RCA Studio B, where famous entertainers such as Elvis, Dolly and Johnny Cash have recorded!

While on this tour, see such exciting points of interest as TNN, CMT, historical Second Avenue, Fort Nashboro, and the Wildhorse Saloon. After touring Music Row, you will drive by Nashville's beautiful state capitol, the historic Parthenon, the famous Union Station, and the newly renovated Ryman Auditorium.

6:00 PM - 9:00 PM & 9:00 PM - 12:00 AM Buses depart from the Presidential Portico

(Two Showings)

Grand Ole Opry Show

All buses will depart from the Presidential Portico at 6:00 p.m. for the early show and 9:00 p.m. for the late show. Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m. and Saturday, May 8, 1999, from 11:00 a.m. until bus departure time. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus.

With new super stars and legends, the Grand Ole Opry is celebrating 70 years of radio broadcasts heard across the country every Friday and Saturday night. The star studded line-up includes Country Music Hall of Fame members like Little Jimmy Dickens and Hank Snow, great artists like Alan Jackson and Vince Gill, and hot newcomers like Hal Ketchum and Alison Krauss.

Sunday, May 9, 1999

8:00 AM - 8:00 PM Governors Ballroom

AAAA Registration Center Open

8:00 AM - 6:00 PM

AAAA Tennessee Valley Racquetball Tournament

11:15 AM - 3:00 PM Buses depart from the Presidential Portico

General Jackson Day Cruise

All buses will depart from the Presidential Portico at 11:15 a.m. (The Showboat departs at 11:45 a.m.) Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m., Saturday, May 8, 1999, from 11:00 a.m. to 9:00 p.m., and Sunday, May 9, 1999, from 9:00 a.m. to bus departure time. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus. Enjoy a Mother's Day Brunch aboard the General Jackson, a 300 foot, 4-story, musical showboat, that glides gracefully along the Cumberland River. From strolling musicians, entertainers and lavish stage productions to the simple pleasures of the gentle waters lapping against the hull with the melodious rhythm of the churning paddlewheel, a cruise on the General Jackson carries a grand tradition of paddle wheel entertainment that is sure to float through your memories for years to come.

1:00 PM - 6:00 PM Springhouse Golf Club

AAAA Air Assault Chapter Golf Tournament

3:30 PM - 5:30 PM Governors Ballroom - Browning A

National Board Meeting

4:45 PM - 5:30 PM Sevier E

Awardee Briefing

5:30 PM - 6:00 PM AAAA Lounge, Ryman Exhibit Hall

Exhibit Managers Briefing & Reception (By Invitation Only)

6:00 PM - 8:00 PM Ryman Exhibit Hall

President's Reception & Grand Opening of Exhibits

The AAAA President's Reception will officially commence the AAAA Convention. Food concessions and cash bars will be open.

Monday, May 10, 1999

7:00 AM - 5:00 PM Governors Ballroom

AAAA Registration Center Open

7:45 AM - 8:45 AM Delta Ballroom - Pearl/Sewanee Section

Eye-Opener Refreshment Break

7:45 AM - 8:45 AM Sevier E

Speakers Breakfast

8:00 AM - 5:00 PM Sevier A

Press Room Open

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8:45 AM - 10:30 AM Delta Ballroom - Pearl/Sewanee Section

Professional Sessions: Opening Session

8:45 AM-9:00 AM

MG John D. Robinson, Ret., AAAA President's Welcome

9:00 AM-9:30 AM

MG Anthony R. Jones, Aviation Branch Chief

9:30 AM-10:00 AM

MG Robert T. Clark, Commanding General, 101st Airborne Division (AA)

10:00 AM-10:30 AM

Keynote Address: GEN (Nominated) John G. Coburn,
Commanding General, U.S. Army Materiel Command

9:00 AM - 1:00 PM Buses depart from the Presidential Portico

Green Hills Shopping Mall Tour

All buses will depart from the Presidential Portico at 9:00 a.m. Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m., Saturday, May 8, 1999, from 11:00 a.m. to 9:00 p.m., and Sunday, May 9, 1999, from 9:00 a.m. to 6:00 p.m. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus. You'll find a wide array of one-of-a-kind specialty shops at the Green Hills Shopping Mall that include Accente', Ann Taylor, Brooks Brothers Cache', Harold's, Laura Ashley, The Museum Company, The Nature Company, Wentworth Gallery, Talbot's Kids, Nine West, Crabtree and Evelyn, The Body Shop, Eddie Bauer, and Williams-Sonoma. The Mall at Green Hills offers visitors the most exciting, distinctive shopping in the region.

10:30 AM - 3:00 PM Ryman Exhibit Hall

EXHIBITS OPEN

10:30 AM - 3:00 PM Ryman Exhibit Hall Booth #107

PERSCOM Career Guidance

12:30 PM - 2:00 PM Delta Ballroom - Mississippi Section

AAAA Annual Meeting & Luncheon

The President's Annual Report, the National Elections, and the presentation of AAAA's Membership Awards

3:00 PM - 4:00 PM Professional Sessions:
Breakout Sessions

The History of Air Assault Canal A & B

COL (P) Virgil L. Packett, II, Assistant Division Commander (Support), 101st Airborne Division (AA)

U.S. Astronaut Program Bayou C

Panelists: LTC Nancy J. Currie, LTC Patrick G. Forrester & COL William S. McArthur

Integration of Virtual & Constructive

Simulations/Simulators to Achieve Readiness Bayou A
BG William L. Bond, Commanding General, U.S. Army Simulation & Training Command



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Aviation Electronic Combat Bayou D
 Panelists: Mr. Larry Johnston, Project Manager, Aviation Electronic Combat (PM AEC), LTC Cory Mahanna, Deputy Project Manager, PM AEC, LTC Corwyn Tiede, Product Manager, Avionics, PM AEC, Mr. Jack Van Kirk, Chief, Technical Management Division, PM AEC, and Mr. Joseph G. Ruggiero, Chief, Field Office, PM AEC

Special Operations Aviation Bayou E
 Panelists: COL Howard W. Yellen, Commander, 160th Special Operations Aviation Regiment (A), LTC George D. Kunkel, Systems Integration & Maintenance Officer, CW5 Steel Parsons, Regimental Standardization Pilot and CW4 Michael J. Durant, Officer-in-Charge, Combat Mission Simulator

3:00 PM - 4:00 PM Bayou B
Professional Sessions: Breakout Session
Marketing Yourself for a Second Career
 COL Jerry Crews, Ret., TROA

4:00 PM - 5:00 PM Governors Ballroom - Browning A
Scholarship Board Meeting

9:00 PM - 1:00 AM
AAAA Chapter Receptions
"Welcome to the Grand Ole Opry"
 Presidential Ballroom A
 Hosted by Air Assault, Iron Mike, Savannah, Flying Tigers, Greater Atlanta, Central Florida & Monmouth

"Army Aviation: Honoring the Past, Celebrating the Future"
 Presidential Ballroom B
 Hosted by Aloha, Arizona, Aviation Center, Morning Calm, Southern California & USAREUR

Tuesday, May 11, 1999

8:00 AM - 5:00 PM Governors Ballroom
AAAA Registration Center Open

8:00 AM - 9:00 AM Delta Ballroom - Pearl/Sewanee Section
Eye-Opener Refreshment Break

8:00 AM - 5:00 PM Sevier A
Press Room Open (Sponsored by GE Aircraft Engines)

8:00 AM - 9:00 AM Sevier E
Speakers Breakfast

9:00 AM - 1:00 PM Buses depart from the Presidential Portico
Historic Franklin Tour

All buses will depart from the Presidential Portico at 8:30 a.m. Tickets may be picked up at the Special Events Ticket Desk in the Governor's Lobby on Friday, May 7, 1999, from 1:00 p.m. to 5:00 p.m., Saturday, May 8, 1999, from 11:00 a.m. to 9:00 p.m., and Sunday, May 9, 1999, from 9:00 a.m. to 6:00 p.m. Any tickets not picked up will be taken to the Presidential Portico and may be picked up as you board the bus.

Nowhere are the elegance and individualism of Southern tradition more apparent than in the Victorian and turn-of-the-century buildings of Franklin's historic district. Visit the Carter House, one of the state's colorful historic landmarks built in 1830 by F.B. Carter.

The Carter House commemorates one of the most significant battles of the Civil War, the Battle of Franklin. Also, you will visit the Carnton Mansion, built in 1826 by Randal McGavock shortly after his term as Mayor of Nashville. This late-classical plantation house was the scene of important social and political gatherings.

9:00 AM - 11:00 AM Delta Ballroom - Pearl/Sewanee Section
Professional Sessions: Panel

Operations & Training Panel
The Current & Future Role of our Army Aviation in Combined/Joint Operations - A Commander's Perspective

Chairman: MG Anthony R. Jones, Branch Chief. Panelists: LTG John M. Keane, Deputy Commander-in-Chief, U.S. Atlantic Command, LTG John W. Hendrix, Commanding General, V Corps, BG John M. Curran, Assistant Deputy Chief of Staff, Training, TRADOC, MG John M. Riggs, Commanding General, Fort Carson

11:00 AM - 3:00 PM Ryman Exhibit Hall
EXHIBITS OPEN

11:00 AM - 3:00 PM Ryman Exhibit Hall Booth #107
PERSCOM Career Guidance

12:00 PM - 1:00 PM Delta Ballroom - Mississippi Section
Luncheon

"Recognizing the Aviation Soldier"
 Guest Speaker: CSM Benjamin C. Palacios, Command Sergeant Major, U.S. Army Forces Command

3:00 PM - 4:00 PM Delta Ballroom - Pearl/Sewanee Section
Professional Sessions: Panel

Army Aviation Legacies
 Panelists: LTG Robert R. Williams, Ret., 1942 thru Korea, MG Benjamin L. Harrison, Ret., Vietnam, MG George W. Putnam, Jr., Ret., Vietnam, & MG Thomas W. Garrett, Desert Storm

4:00 PM - 5:00 PM Delta Ballroom - Pearl/Sewanee Section
Professional Sessions: Panel

Combined Arms Training Strategy Panel
 Chairman: MG Anthony R. Jones, Branch Chief. Panelists: BG John M. Curran, Assistant Deputy Chief of Staff, Training, TRADOC, MG George H. Harmeyer, Commanding General, U.S. Army Armor Center, MG Thomas J. Piewes, Chief, Army Reserve, MG Roger C. Schultz, Director, Army National Guard, MG John D. Thomas, Commanding General, U.S. Army Intelligence Center, COL(P) Virgil L. Packett II, Assistant Division Command (S), 101st Airborne Division (AA)

7:00 PM - 9:00 PM Caffe Avanti Patio
AAAA 40-Year Member & Cub Club Dinner

9:00 PM - 1:00 AM
AAAA Chapter Receptions
"Bob Billys Roadhouse"
 Presidential Ballroom A
 Hosted by Corpus Christi, North Texas & Phantom Corps

"Blues Brothers"
 Presidential Ballroom B
 Hosted by Colonial Virginia, Connecticut, Lindbergh, Tennessee Valley & Washington, DC

Wednesday, May 12, 1999

7:30 AM - 4:00 PM Governors Ballroom
AAAA Registration Center Open

7:30 AM - 9:00 AM Delta Ballroom - Pearl/Sewanee Section
Eye-Opener Refreshment Break

7:45 AM - 9:00 AM Governors Ballroom - Taylor-Carroll B
First Light Breakfast (By Invitation Only)
 Speaker: BG Joseph L. Yakovac, Assistant Deputy for Systems Management & Horizontal Technology Integration, ASARDA

9:00 AM - 11:00 AM Delta Ballroom - Pearl/Sewanee Section
Professional Sessions: Panel

Hardware Panel: Chairman: MG Anthony R. Jones, Branch Chief. Panelists: LTG John M. McDuffie, J-4, Logistics, JCS, MG Emmitt E. Gibson, CG, USA Aviation & Missile Command (AMCOM), MG James R. Snider, PEO Aviation & BG Robert E. Armbruster, Deputy for System Acquisition, AMCOM

11:00 AM - 4:00 PM Ryman Exhibit Hall
EXHIBITS OPEN

11:00 AM - 4:00 PM Ryman Exhibit Hall Booth #107
PERSCOM Career Guidance

12:00 PM - 1:00 PM Delta Ballroom - Mississippi Section
Luncheon
 "Leader Development for the 21st Century"
 Guest Speaker: MG Raymond F. Rees, Vice Chief, National Guard Bureau

1:30 PM - 4:00 PM Ryman Exhibit Hall - Aircraft Area
Government & Industry Aircraft Briefings

1:30 PM - 2:00 PM AH-64A/D
 COL Howard T. Bramblett, PM Apache
 2:00 PM - 2:30 PM CH-47-F
 James Caudle, PM Cargo Helicopter
 2:30 PM - 3:00 PM UH-60A/L
 COL Thomas M. Harrison, PM Utility Helicopters
 3:00 PM - 3:30 PM OH-58D
 LTC James E. Weger, PM Scout/Attack Product Office
 3:30 PM - 4:00 PM Comanche
 BG Joseph L. Bergantz, PM Comanche

5:45 PM - 7:00 PM Delta Ballroom Lobby B
Banquet Ticket Pickup

6:00 PM - 6:45 PM Ryman Exhibit Hall
Banquet Reception

7:00 PM - 10:00 PM Delta Ballroom
AAAA Awards Banquet
 Guest Speaker: GEN John N. Abrams, Commanding General, U.S. Army Training & Doctrine Command National. Unit & Individual Awards Presentations. Seating at this formal Banquet is reserved. Your table number will appear on your Banquet ticket. We ask that you sit at the table where you have been assigned in consideration of the other attendees.

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Dinosaurs cont'd. from page 30

commemorating the deeds of our first turbine powered helicopter that changed the entire Army's thinking will be left largely to museums and books.

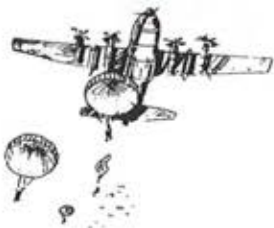
Something, perhaps the concern about terrorism, has produced a bureaucratic reaction that makes excess flyable AH-1s unavailable to legitimate civilian interests for any reason. Occasionally, "demilitarized" (weakened and stripped) nonflyables are offered to be hoisted to the tops of concrete pillars to become silent testaments to another time.

When Americans care, they are capable of prodigious tasks. So why not a concerted effort to vitalize the Army's flying heritage?

Army aircraft extinctions seem to be inexorable. Extinction, in this case, means the permanent loss of unique warplanes. The preservation of their contributions, deeds and technology is a building force in education, the evolution of Army aircraft and our aviation heritage. Much credit is due to the aviation museums and other advocate agencies, as well as to a number of private collectors. But Army aviation isn't a small fleet of liaison aircraft anymore. It's much more now: a maneuver branch, a major budget item, a prime tactical and strategic factor. More can and needs to be done to tell the story of this flourishing arm to a larger portion of the American public.

Unfortunately, the dinosaurs had little public support and weren't well enough organized to help their cause. Happily, that's not the case with Army aviation. We just have to get to work. That's what the Army Aviation Heritage Foundation is all about. If you are interested in being part of the effort, contact the Foundation at: 506 Mt. Pleasant Road, Hampton, GA 30228 or by phone at (770) 897-0444 or fax at (770) 897-0066.

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Maj. Gen. Morris J. Brady, Ret. — a master Army aviator and a former assistant deputy chief of staff of the Army for operations and plans — is chairman of the Army Aviation Heritage Foundation.

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Dear Editor:

Hey, did anyone at your magazine happen to hear about the incredible job that Army aviators did in Honduras in the aftermath of Hurricane Mitch? I was a little disappointed that I didn't see anything in the latest (Jan 31st) issue. My husband is the commander of Company D, 228th Aviation, and he and his band of merry men did a wonderful (in my humble opinion) job saving lives, hauling tons and tons of food and medical supplies, and actually picking up the Honduran president and his family and swooping them to safety.

I read your magazine from cover to cover here on the home front every time I get it, and would love to see just a little blurb in there somewhere. Any plans for an article?

Thank You Kindly,
Stephanie Reap

Yes Mam. Article is in the works and will appear in the June issue. — Editor

Dear Editor:

BULLCORN! This word of exasperation often uttered by Col. Potter on the old "MASH" TV show seems an appropriate reply to DynCorp's claim (on your January cover) to have served Army aviation "for more than 50 years." Where was DynCorp when we of the "Cub Club" were hard at work within the Artillery, Medical, Ordnance and Transportation Corps, supporting Army aviation after the Air Force stopped maintenance and supply support for Army aircraft? The overworked line mechanics and under-recognized aircraft maintenance officers were the backbone of support at all operational levels. Support personnel from the aircraft manufacturers - not DynCorp - were the only people we saw in the field.

Come on, DynCorp, the truth is that your advertising is a bit askew. Surely the ghosts of the real heroes of "quality, service and technology" - the Army mechanics who really kept us flying without your "industry" support - should rise from their graves and haunt you for making such a blatant claim!

Maj. Billy B. McPhail (Ret.)

The following letter was provided by DynCorp in response to Maj. McPhail's letter to Army Aviation. - Editor

Dear Maj. McPhail:

DynCorp was founded in 1946 under the name California Eastern Airways. The official birthday of Army aviation is 1942. California Eastern Airways supported the Department of Defense, including the Army, from its inception - in today's terms, for the last 50 years.

These facts do not detract from the "Cub Club" members of today and their contributions to the Army's World War II aviation history. There is more than sufficient credit available in the laudatory history of Army aviation to include all who contributed.

OEM technical representatives have always been there, as noted. Services-only contractors have also always been there when called upon.

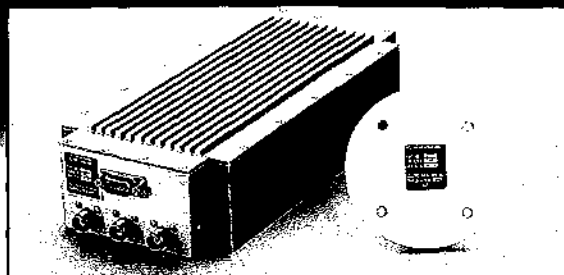
Much as is the case now, it took and takes a team - with each member of that team getting the job done. The "down-on-the-flightline and back-of-the-hangar U.S. Army airplane mechanics who really kept us flying without [DynCorp's] support..." are still there, doing their stuff as proudly as ever.

DynCorp is just as proud of its role in the success of Army aviation. It generates 20,000 to 40,000 direct and indirect man-hours each and every day at present, with more than 2,800,000 flight hours without a single maintenance-related accident at Fort Rucker alone over the past 10 years.

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Richard E. Stephenson
Vice President for DynCorp Technical Services

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AAAA NEWS

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Black Knights:

Maj. William D. Kuchinski, President.

Indiantown Gap:

Col. Cecil B. Hengeveld, Ret., President; Sgm. Jeffrey R. Culp, VP Membership.

Iron Mike:

Maj. James W. Arp, Jr., Sr. V.P.

Jack Dibrell:

Lt. Col. John M. Howden, Secretary; Maj. Andrew J. Lankowicz, V.P. Membership.

Lindbergh:

Mr. Clemence P. Mudd, Jr., V.P. Membership Renewals.

AAAA Soldiers of the Month

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

Spc. Robert Wroblewski
February 1999
(Iron Mike Chapter)

Spc. Arvin C. Dewberry
March 1999
(Tennessee Valley Chapter)

Spc. Jason A. Prather
April 1999
(Oregon Trail Chapter)

AAAA Soldier of the Year

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

Pfc. Lisa J. Robertson
1998
(Aviation Center Chapter)

AAAA NCO of the Year

A Chapter Program to Recognize Outstanding Aviation NCOs on a Yearly Basis

SSG Richard S. Adams
1998
(Aviation Center Chapter)

AAAA NCO of the Quarter

A Chapter Program to Recognize Outstanding NCOs on a Quarterly Basis

Sgt. Angela R. Wiley
3rd Qtr. 1998
(Tennessee Valley Chapter)

AAAA Distinguished Instructor of the Month

Chapter Program to Recognize Distinguished Instructors on a Monthly Basis

Sfc. Scott A. Bailey
April 1999
(Colonial Virginia Chapter)

New AAAA Life Members

Cpt. Bryan F. Agena
Maj. Paul G. Belobrajdic
CWO3 Nathan E. Bowman
CWO5 Robert L. Carnevale, Ret.
Col. Donald G. Conaway
Col. Michael H. Davis
Col. George N. Ivey, Ret.
Col. David C. Jackson, Ret.
CWO 5 Louis R. Johnson, Ret.
Maj. Paul M. Kelly
Lt. Col. Anne F. Macdonald
Maj. Daniel B. Mack, Ret.
Maj. Paul V. Marnon
Maj. David A. Palmer
Lt. Col. Phillip D. Pittman, Ret.
Sfc. Henry R. Rathbone
Maj. John C. Sauer
CWO4 Randy C. Tabler, Ret.
Capt. Kenneth J. Walsh, Jr.

New AAAA Order of St. Michael Recipients

Col William W. Powell (Silver)
Lt. Col. Richar E. MacNealy (Silver)
Csm. John C. Bradley (Silver)
Col. Gratton O. Sealock II (Silver)
Col. Robin C. Walker (Silver)
Col. Robert L. Stephens (Bronze)
Lt. Col. Thomas J. Comodeca (Bronze)
Lt. Col. Wade B. Becnel (Bronze)
Maj. David B. Resler (Bronze)
Maj. Harold T. Brandenburg (Bronze)
Betty A. Wittekind (Bronze)
Capt. Dawn M. Murray (Bronze)
Capt.(P) Michael L. Hedegaard (Bronze)
Capt. Nathan K. Watanabe (Bronze)
CWO5 Daniel W. Medina (Bronze)
CWO4 William J. Condon, Jr. (Bronze)
Lt. Col.(R) Lee Hector (Bronze)
1st Sgt. Robert S. Bratton (Bronze)
CWO3 Charles Wiggins (Bronze)
Capt. Darren Mingear (Bronze)
CWO3(P) Mark Musselwhite (Bronze)
CWO3 Robert M. LaPointe (Bronze)
Lt. Col. Nasir Al-Ahmadi (Bronze)
CWO3 Michael E. McCracken (Bronze)
Col. Michael B. Smith (Bronze)
CWO3 Michael P. O'Connor (Bronze)
Csm. George T. Williamson (Bronze)
Lt. Col. Thomas M. Bailey (Bronze)
Capt. Gregory S. Defore (Bronze)
Sgm. Gregory Lunn (Bronze)
Maj. Spencer Q. Artman (Bronze)
Col. Edwin A. Murdock (Bronze)
CWO3 Radford McCauley, Jr. (Bronze)
CWO5 Albert G. Olbeter (Bronze)
CWO4 Michael E. Sheldon (Bronze)
Col. Harrison Lobdell (Bronze)
Msg. Douglas H. Kelley (Bronze)
Capt. Leonard W. Bowley (Bronze)
Sfc. Jose A. Hernandez (Bronze)
CWO5 Gerald L. Hess (Bronze)
CWO5 Gregory R. Reese (Bronze)
Maj. Van A. Joy (Bronze)
CWO5(R) Thomas L. Adkins (Bronze)
CWO4 Clifford J. Evans (Bronze)
Maj. Karl L. Kearney (Bronze)
Maj. Jeffrey G. Hill (Bronze)
CWO4 Timothy Zamowski (Bronze)
CWO4 David A. Jaggars (Bronze)
CWO3(P) David S. Lumley (Bronze)
CWO3(P) David D. Russell (Bronze)
1st Sgt. Mark C. Gallegos (Bronze)
1st Sgt. Ace A. Field, Jr. (Bronze)
1st Sgt. Francisco Torres, Jr. (Bronze)

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Sfc. Timothy J. Settle (Bronze)
Maj. Daniel L. Ball (Bronze)
CWO3(P) Marshall S. Olson (Bronze)
CWO5 Ronald R. Porter (Bronze)
CWO4 Jeffery G. Fagan (Bronze)
Maj. Jeffery D. Brown (Bronze)
CWO4 Clark Brown (Bronze)
Van B. Cunningham (Bronze)
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Sfc. Harry H. Raudenbush (Bronze)
Sfc. Edward J. Jasper (Bronze)
CWO4 Stacy T. Keith (Bronze)
CWO4 Michael R. Sager (Bronze)
Ssg. Drury M. Puckett III (Bronze)
CWO4 John A. Astrup (Bronze)
CWO3 Frank C. Badder (Bronze)
CWO4 Alice A. Reno (Bronze)
1st Sgt. Karl E. Lucas (Bronze)
Lt. Col. Paul E. Elliott (Bronze)
Maj. William C. Latham (Bronze)
Sfc. Tom T. Grias (Bronze)
Capt. Paul E. Stote (Bronze)
Capt. William A. Funderburk (Bronze)
Maj. Ronnie M. Miller (Bronze)
Sgm. Joseph M. Tainatongo (Bronze)
Maj. Steven D. Bellson (Bronze)
Capt. Michael E. Corson (Bronze)
CWO2 Scott Markgraf (Bronze)
Maj. Jay R. Macklin (Bronze)

New Industry Members

Computer Systems Technology, Inc.
DME Corporation
Eagle Support Services Corporation
FN Sales & Marketing
E. H. Industries
L-3 Communications
LandSea Systems, Inc.
Logistics Services International
Merrill Engineering Ltd.
North Central Institute
Pratt & Whitney
Rescue Technologies Corporation
Sierra Nevada Corporation

Aces

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

Maj. Albert Carreon, Jr., Ret.
Sfc. Jeffery L. Wright
CWO3 Christian J. O'Neil

Retired CWO 4 Freddie L. Waters Sr. died at his Level Plains, Ala., home on Feb. 9. A 27-year Army veteran, Waters was also well-known as civilian flight instructor at Fort Rucker, Ala., a position he filled for 12 years following his 1977 retirement from active duty. He is survived by his wife, Ann, two sons, four grandsons, and a great-granddaughter.

The Southern Sub-Chapter of the Morning Calm Chapter of AAAA held an Order of Saint Michael Awards Dinner on April 2nd, 1999. The Awards Dinner, hosted by the 6th Cavalry Brigade, was held at the Eagle's Nest, Camp Eagle Korea. COL E. J. Sinclair, the 6th Cavalry Brigade Commander, and CSM Howard A. Loomis, the 6th Cavalry Brigade Command Sergeant Major, presented the Order of Saint Michael to Awardees selected by a Board from the Army Aviation Association of America's Morning Calm Chapter. Awardees were from Headquarters and Headquarters Troop, 6th Cavalry Brigade; 1st Squadron, 6th Cavalry Brigade, and 3rd Squadron, 6th Cavalry Brigade. The distinguished awardees have accumulated over 600 years of aviation service and in excess of 50,000 flight hours. Pictured above is CWO5 Ron Porter receiving his Order of Saint Michael Medal from COL Sinclair.



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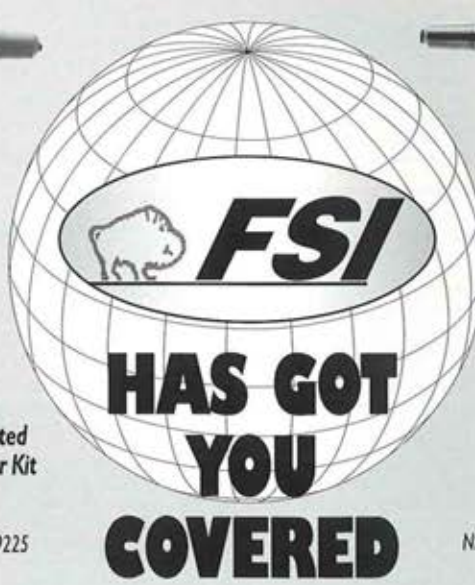


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AAA NEWS

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CPT R. Scott Bridgeman
CW3 Russell L. Chadd, Ret.
Mr. John Daniels
Ms. Sandy Dorris
1SG Ernest P. Elliott
1LT John C. Hopkins
CW4 Allen R. Hosley
1SG Donald A. Jackman
LTC Jay R. Jones
CW3 David S. Lumley
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CW3 James M. Moseley
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MAJ Stephen M. Schiller
CW3 Bobbie T. Schweikart
Mr. Vince Shykes
CW3 Bernard H. Smith, Jr.
Ms. Tamela K. Taliento
CW3 Scott Wargo

ALOHA CHAPTER HONOLULU, HI

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CPT Troy D. Brown
CPT Ralph J. Litscher

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Mr. Jerry Austin
Mr. Richard Bistrong
Mr. Steven Croskrey
Mr. Charles Johns
Mr. Ronald Llewellyn
Mr. Paul Panehal
Ms. Kari Sterling
Mr. Tom Templar
Mr. Roy A. Trammell

ARIZONA CHAPTER MESA, AZ

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LTC Edward F. Vengrouskie Ret.

ARMADILLO CHAPTER CONROE, TX

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AVIATION CENTER CHAPTER FORT RUCKER, AL

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2LT Christopher M. Alexander
CPT Richard W. Alexander, II
2LT Andrew D. Allen
2LT Nathan D. Alvarez
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2LT Jason Arriaga
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WO1 Brenton A. Caldwell
SSG Bruce B. Campbell
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24 November 1998 saw the end of the military career of one of the legends of Army Aviation when CW5 Randy Jones retired from the 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY. A "plank holder" with Task Force 160 who joined the Army in 1970, Randy is a 1,200 combat hour veteran of: Vietnam, URGENT FURY, PRIME CHANCE, JUST CAUSE, DESERT STORM, GOTHIC SERPENT, and UPHOLD DEMOCRACY. He has logged more than 9,200 hours of accident-free military flight time over 3,000 of which were under NVGs. His decorations include the Silver Star, Legion of Merit, DFC, Meritorious Service Medal, Purple Heart, 43 Air Medals, 5 Air Medals with V-device. Randy now brings his, "Night Stalkers Don't Quit" attitude home to West Point, MS to become the Assistant to the Mayor. Randy remains a member of the AAAA National Executive Board.



On 3 February 1999 during the Aviation Leaders Training Conference, (ALTC) at Fort Rucker, AL, the AAAA sponsored a luncheon for all the Brigade commanders and sergeants major to discuss what the organization can do to better support the troops. During the event, MG Dave Robinson, Ret., AAAA President (Left) donated a check



for \$13,410.00 to Army Aviation Museum Foundation President MG Ben Harrison, Ret. (right). Each year the AAAA donates \$1.00 per member to the Museum Foundation to help support the Army Aviation Museum at Fort Rucker and its activities.



LEGISLATIVE REPORT

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

Senate Passes S. 4

The Senate took a major step toward repairing the current retention and readiness problems among our armed forces by passing S.4, the Soldiers', Sailors', Airmen's and Marines' Bill of Rights Act of 1999. The vote tally was an overwhelming 91 to 8, with one senator not voting. The eight who voted against it were senators Dodd (D-CT), Durbin (D-IL), Feingold (D-WI), Graham, (D-FL), Gregg (R-NH), Lieberman (D-CT), Nickles (R-OK) and Voinovich (D-OH). The senator who did not vote was Sen. Moynihan (D-NY).

The highlights of the bill as originally introduced were pay raise upgrades intended to progressively reduce the 13.5 percent gap that has grown between military and private sector pay raises, and to repeal the nearly 20 percent reduction in future retired pay value for members entering service after July 31, 1986.

TMC strongly supports S.4, and is particularly intrigued by its proposal to offer REDUX-eligibles a choice at the 15-years-of-service point between (a) reverting to the pre-1986 retirement plan (50 percent of high-three years' average basic pay at 20 years, with full-inflation COLAs) or (b) accepting a \$30,000 career retention bonus (including a five-year service commitment) and staying under the reduced retirement plan.

The post-1986 plan, commonly known as REDUX, provides 40 percent of high-three basic pay at 20 years, with annual COLAs capped one percentage point below inflation. S.4 would authorize servicemembers to put up to 5 percent of their basic pay into a tax-deferred savings plan. They also would be able to deposit any bonuses or special pays, including the \$30,000 career retention bonus, in the tax-deferred savings plan. TMC and TROA's initial analysis indicates the latter option could offer some members an opportunity for increased overall retirement value, based on historical stock and bond returns. In general, this bonus investment option would tend to benefit enlisted members more than officers, because \$30,000 represents a higher percentage of enlisted retired pay value. It would also tend to benefit anyone, officer or enlisted, who served well beyond the 20-year point, because the REDUX system cutbacks lessen with longer service.

Senate floor action on S.4 consumed several days as enthusiastic senators lined up to offer large and small amendments in support of active and retired members, Reservists, Guardsmen and veterans. When the smoke cleared, more than 20 amendments had been approved, making it the most significant piece of military and veterans legislation in almost 20 years.

Here's a summary of some of the many important initiatives contained in the amendments:

Health Care

Sen. Hutchinson's (R-TX) amendment would charge the secretary of defense with upgrading Tricare health coverage to approximately that offered federal civilians and match "best industry" practices for claims processing.

VA Medicare Subvention

Sen. Rockefeller's (D-WV) amendment would require a VA Medicare Subvention demonstration project at up to 10 sites, under which Medicare would reimburse the VA for treating additional lower-category retirees and veterans.

Dual Compensation

Sen. Crapo's (R-ID) amendment would repeal the current law that requires retired regular officers who accept positions as federal employees to forfeit part of their military retired pay. It also would eliminate the Executive Level V cap on combined military retired pay and civil service salary that applies to all retired officers employed by the federal government.

Special Pays and Bonuses

Two amendments by Sen. Robb (D-VA) would authorize payment of pilot bonuses through 25 years of service vs. the current 14, and provide new bonus and special pay authorities for enlisted aviators, surface naval officers, Navy SEALs, and certain other critical specialties.

Reserve GI Bill

Two amendments by Sen. Jeffords (R-VT) would extend the period Reservists can use their GI Bill benefits until five years after separation from the Selected Reserve, and allow transferability of those benefits to their family members (as S.4 would authorize for active duty personnel).

Thrift Savings Plan

An amendment by Sen. Cleland (D-GA) would allow Reservists to deposit up to five percent of their basic pay in a tax-deferred savings plan under rules similar to those proposed for active duty members.

Key House Leader Supports Raise

Prospects for a 4.8 percent pay raise for active, Reserve and Guard forces got a boost this month when Rep. Steve Buyer (R-IN), chairman of the House Armed Services Military Personnel Subcommittee, introduced H.R. 9, to provide a 4.8 percent across-the-board pay raise on Jan. 1, 2000, rather than the 4.4 percent raise proposed by the administration. Simple introduction of H.R. 9 doesn't guarantee House support, but it tips the hand of how the key subcommittee chairman is leaning.

Long-Term Care Prospects Looking Up

March was a very positive month for advocates of establishing a federal long-term care (LTC) insurance plan. First, Rep. Connie Morella (R-MD) introduced legislation (H.R. 1111) that would authorize government-sponsored LTC coverage for active and retired federal civilians and uniformed servicemembers. Morella's bill is the first proposal that specifically includes military as well as civilian coverage. The FY 2000 President's Budget proposed such a plan for federal civilian employees and retirees.

Rep. Joe Scarborough (R-FL), who also serves on the Armed Services committee, said he

has received many letters from his constituents regarding their need for LTC coverage and pledged his support to include servicemembers along with federal civilians in any federal long-term care plan.

None of the proposals envisions any government subsidy for the plan, which means member and retiree premiums would have to be set high enough to cover the full expected cost of the benefits. The main benefit of a government-sponsored plan would be in securing a favorable group rate because of the size of the federal employee population.

During the hearing, Scarborough asked the director of the Office of Personnel Management (which oversees federal civilian personnel programs) if adding servicemembers would improve the chances of securing lower group rates. She responded that it would, and that there would be no reason not to include uniformed servicemembers as well as federal civilians.

Meanwhile, TMC is working to secure Senate support for LTC legislation covering all federal civilian and military personnel. So far, the two Senate bills on the table - Sen. Mikulski's (D-MD) S.57 and Sen. Grassley's (R-IA) S.36, cover only federal civilians. But we believe the Senate will also recognize that including servicemembers can only have positive effects for all concerned.

House VA Committee Would Limit Arlington Burials

The House Veterans Affairs Committee approved Chairman Bob Stump's (R-AZ) H.R.70, which would eliminate any executive branch waivers of the criteria for burial in Arlington National Cemetery.

H.R.70 would limit burials to servicemembers killed on active duty, retired members eligible for retired pay, most service-connected military decorations, former prisoners of war and U.S. presidents. It also provides for burial of certain family members in the same grave as the veteran. An exception could be authorized only by a resolution passed by Congress.

Arlington is expected to reach its capacity in the year 2020. This legislation is aimed at laying to rest the recent controversy over burial waivers for individuals who did not meet the normal criteria. The House passed similar legislation by a unanimous vote last year, but the Senate did not act on it before adjourning.

TMC/TROA Testify on Health Care

The Military Coalition and TROA had a busy week this month, testifying before the House Armed Services Military Personnel Subcommittee and before the Senate Armed Services Personnel Subcommittee. Both hearings were devoted entirely to health care issues.

The House hearing focused on redesign of the pharmacy system and Tricare claims processing problems. Dr. Sue Bailey, assistant secretary of defense for health affairs, advised the subcommittee that DOD's report on the pharmacy redesign (which is supposed to better integrate pharmacy services and save enough money to expand coverage) will be late and probably won't reach Congress until May 1. Subcommittee Chairman Steve Buyer (R-IN) called this delay unacceptable and demanded a more detailed briefing.

The TMC, TROA, GAO and health care contractor witnesses all responded that DOD can and should implement an integrated pharmacy patient database immediately, with off-the-shelf systems currently available in the marketplace. If DOD follows best business practices, enough savings should be generated to expand pharmacy benefits to all Medicare-eligible uniformed service beneficiaries.

But there were several contentious points among these witnesses as well. GAO recommended imposing co-payments for beneficiaries in military pharmacies. Mr. David McIntyre, CEO of TriWest, the contractor for Tricare's Central Region, said certain classes of drugs should have to be "pre-authorized" by the Tricare manager before a physician's prescription for them would be filled. TMC's response was that both of these proposals would be unacceptable. The first would further erode military health benefits, and the second would interfere with the regimen prescribed by the patient's physician and could create intolerable delays in obtaining the proper medication.

The Coalition witnesses noted that Tricare in many ways seems to have become a "managed cost" program rather than "managed care." Hickey presented a long list of problems highlighting Tricare's persistent and systemic claims processing problems, from preauthorization hassles to extremely late payments, to varying interpretations and attitudes toward Tricare rules among contractors in different regions.

Here are selected additional highlights of the TROA/Coalition testimony before both the House and Senate subcommittees:

Tricare Prime

More attention is needed to assure compliance with access standards, portability of benefits between Tricare regions, and protection of beneficiaries against being referred to non-network providers (which entails costly service charges) without their knowledge or consent.

Tricare Senior Prime (Medicare subvention)

The Coalition urged legislation to expand Senior Prime to more sites and to make the program permanent.

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Parks College of Saint Louis University invites applicants for the Cobro Maintenance Science Scholarship to be awarded after May 1 for the semester beginning August 1999, or November 1 for the semester beginning January 2000. The award will be for a minimum of \$19,000 and is renewable for up to three academic years.

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

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FEHBP-65

Pentagon and Office of Personnel Management lawyers have interpreted the law as prohibiting use of FEHBP reserves to protect insurers of uniformed services enrollees. Without such reserve protection, insurers may feel compelled to set initial FEHBP-65 premiums significantly higher than those for civilian enrollees, which would hurt both the beneficiaries and the test. TROA urged Congress to direct DOD to use a small part of the funds appropriated for the FEHBP-65 test as a reserve to ensure premiums will be comparable to those for other FEHBP enrollees.

Other Bills of Interest

Military Homeowner Tax Relief

Rep. Amo Houghton (R-NY) has reintroduced his proposed legislation (H.R.865) to correct an oversight in the Taxpayer Relief Act of 1997 that penalized many military homeowners. That act exempted up to \$500,000 in homeowner capital gains from federal income taxes for homes occupied as a principal residence for at least two of the five years before the sale. Unfortunately, many servicemembers assigned away from their principal residence for more than three years on government orders now find themselves subjected to substantial tax liabilities when they sell their homes.

H.R.865 would fix the problem by counting all the time assigned on military orders away from the principal residence as continuous residence for capital gains tax purposes. [Sen. McCain (R-AZ) has a similar bill, S.309, in the Senate.]

Flag Amendment

Rep. Randy Cunningham (R-CA) reintroduced the proposed constitutional amendment that would allow Congress to prohibit the physical desecration of the U.S. flag. H.J. Res 33 already has 261 cosponsors. In the 105th Congress, the House of Representatives approved a similar resolution by a vote of 310 to 114, but it never came to a vote in the Senate after it became apparent that supporters would not be able to muster the two-thirds vote necessary for Senate approval. With 11 new senators, it may stand a better chance in the 106th Congress. TROA supports congressional approval of the amendment so that it can be sent to the states where the people can decide the issue (approval will require ratification by 38 states).

SBP Annuity for Survivors Over 62

Sen. Strom Thurmond (R-SC) has introduced S. 763, a bill that would increase the minimum Survivor Benefit Plan (SBP) annuity from 35 percent to 40 percent of SBP-covered retired pay for survivors age 62 and older, effective Oct. 1, 1999. It would further increase the post-62 annuity to 45 percent of SBP-covered retired pay as of Oct. 1, 2004. Retirees currently paying for supplemental SBP coverage (which raises the post-62 benefit) would see a proportional reduction in their SBP premium.

While The Military Coalition has long supported legislation to repeal any reduction for survivors over age 62, the \$500 million annual price tag for that proposal has proven a perennial "show-stopper." TMC worked with Thurmond and his staff to craft H.R. 763 as what we hope will be a more "enactable" initiative. Our goal is to gain some tangible improvement in this long-standing inequity.

Thurmond has had success in winning progress on previous SBP initiatives (forgotten widows' SBP and 30-year paid-up SBP). We are hopeful that his sponsorship of this initiative will raise the chances of the bill's inclusion in the Defense Authorization Act.

Concurrent Receipt of Retired Pay and VA Disability

Sen. John McCain (R-AZ) has introduced a Senate companion bill (S. 789) to Rep Mike Bilirakis' H.R. 44. This legislation would provide some additional compensation to severely disabled retirees who now endure a dollar-for-dollar offset in their military retired pay for any amount of disability compensation they receive from the VA.

It would apply only to 20-year retirees who have been awarded at least a 70 percent VA disability rating within four years of leaving service. Retirees who are 100 percent disabled would receive an additional \$300 per month; 90 percent disabled an extra \$200; and 70 percent to 80 percent disabled an extra \$100 per month.

After decades of supporting broader-based relief from the current law without success, more than 40 military and veterans associations have unanimously endorsed H.R. 44 and S. 789. Our hard experience has convinced us that, like it or not, there is little possibility of winning broader-coverage legislation unless we can first convince Congress that at least some exceptions need to be made.

H.R. 44 and S. 789 make the case that at least some additional compensation is warranted for the most severely disabled retirees who had no reasonable opportunity for post-service earnings.

Social Security COLA Calculation

Rep. Bernie Sanders (I-VT) recently introduced a bill (H.R. 1422) that would provide more equitable COLAs for Social Security old-age benefit annuitants. This legislation would link their annual cost-of-living adjustments to a new Consumer Price Index for the Elderly (CPI-E), which better approximates actual changes in living costs for older Americans. The primary difference is that the CPI-E gives greater weight to health-care costs, which have been growing more rapidly. The CPI-E would be expected to provide COLAs that are about three-tenths of a percentage point per year higher than the current CPI COLA standard.

Its enactment will require a stiff uphill battle, since it would increase Social Security spending at a time when both the Clinton Administration and Congress hope to find ways to limit future Social Security outlay growth. However, several previous minor adjustments in CPI calculations (that cumulatively depressed COLAs by several tenths of a percentage point) were justified in the name of more accurately tracking recipients' actual spending patterns.

The Military Coalition believes the quest for accuracy must apply both ways, and not just to justify curtailing COLA increases.

HOUSE PLANS KOSOVO TAX BREAK BILL

Military personnel serving in the Kosovo area would be able to exclude part or all of their military pay from federal income taxes under a proposal recently announced by House Ways and Means Committee Chairman Bill Archer (R-TX). His proposal also would grant these members an extension of the April 15 tax-filing deadline.

The legislation would apply to any members serving in Yugoslavia (Serbia/Montenegro) receiving imminent danger pay (also known as "hazardous duty pay"). In essence, it would extend these members the tax benefits normally associated with a combat zone. All enlisted pay would be tax-exempt. The tax-exempt portion of officers' pay would be capped at the maximum monthly enlisted basic pay rate (\$4,503 in 1999 - the basic pay of the senior E-9 of each service). The bill would delay affected members' tax-filing deadline until 180 days after they depart the exempted area. It would also exempt troops serving in Yugoslavia from the current 3 percent excise tax on long-distance phone calls.

House Approves Arlington Cemetery Bill

Just before its spring recess the House overwhelmingly approved H.R. 70 introduced by Chairman Bob Stump (R-AZ) by a vote of 428-2. H.R. 70 would eliminate any executive branch waivers of the criteria for burial in Arlington National Cemetery. Only two representatives, Rep. Vic Snyder (D-AR) and Bob Filner (D-CA), voted against the bill.

H.R. 70 would limit burials to servicemembers killed on active duty, retired members eligible for retired pay, most service-connected disabled veterans, members who have been awarded certain military decorations, former prisoners of war and U.S. presidents. It also provides for burial of certain close family members in the same grave as the veteran. An exception could be authorized only by a resolution passed by Congress.

This legislation is aimed at laying to rest the recent controversy over burial waivers for individuals who did not meet the normal criteria. The House passed similar legislation (HR 3211) by a unanimous vote last year, but the Senate did not act on it before adjourning.

The Military Coalition has urged Congress to impose restrictions to conserve dwindling space at Arlington. According to projections, unless the cemetery is able to annex 93 acres of adjacent federal land, it will run out of room for new graves somewhere between 2020 and 2025.

Expansion of Medicare Subvention

Medicare subvention champion Joel Hefley (R-CO) has introduced a new bill (H.R. 1413) that would expand Medicare subvention (Tricare Senior Prime) to 10 additional locations with full-service military hospitals by January 1, 2001. Not later than October 1, 2002, it would require implementation across the remaining Tricare Prime catchment areas. The bill also would make Tricare Senior Prime a permanent program and would correct a current program inequity by allowing all Tricare Prime enrollees who attain age 65 to "age into" Tricare Senior Prime. Currently, only those with military (not civilian) Primary Care Managers are allowed such automatic eligibility.

Immediate prospects for the bill are uncertain. Despite what we believe are obvious benefits for the Department of Defense, Medicare and beneficiaries, the Medicare oversight committees have been very cautious in implementing programs they fear may pose any kind of funding risk for Medicare. However, DOD is on record as supporting expansion of Tricare Senior Prime. We are hopeful that favorable initial test results will persuade legislators of the "win-win" nature of expansion. Positive action on this bill will send a strong and necessary signal the Tricare Senior Prime is here to stay.

COLD WAR RECOGNITION CERTIFICATE APPROVED

Secretary of Defense William S. Cohen has approved a Cold War Recognition Certificate for award to all members of the armed forces and federal government civilian employees who faithfully served the United States during the Cold War era, Sept. 2, 1945, to Dec. 26, 1991. Congress established the Cold War certificate in Section 1084 of the fiscal 1998 National Defense Authorization Act.

DOD designated the Department of the Army as the executive agent for the Cold War Recognition Certificate program. The Army has established a home page at <http://sdcw.army.mil/coldwar> that explains the correct procedures to request a Cold War Certificate. Requests will be accepted by Internet, fax or mail.

Individuals who request the certificate must certify that they served both faithfully and honorably, whether as a member of the U.S. armed forces or as a federal civilian employee, during the Cold War era. Each mailed or faxed request must be accompanied by official documentation verifying government service during the Cold War era. Acceptable documentation includes any government form that includes the applicant's name and social security number or military service number or foreign service number, and the date of service. Applicants should not send original documents to verify federal service because the documents will not be returned to the sender.

The mailing address for requests for the certificate is:

Cold War Recognition
4035 Ridge Top Rd., Suite 400
Fairfax, VA 22030

The fax number is (703) 275-6749. The electronic mail address is coldwar@fairfax-emh1.army.mil. Requests sent by e-mail will not be acted upon until the Fairfax office receives supporting documentation.

Requests made on-line will be maintained for one year to allow ample time for individuals to forward supporting documents by fax or mail. Individuals normally will receive a response within 30 days. However, the turnaround time will depend upon the volume of requests received. Applicants needing additional information may call the help desk at (703) 275-6279.

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☛ **Jul. 1-5.** The Vietnam Helicopter Pilots Association (VHPA) will hold its 16th Annual National Reunion in Nashville, TN, from July 1st to July 5th, 1999. For details call Don Joyce, "Gold Eagle 4" at (407) 870-5367.



☛ **Jul. 16.** AAAA Scholarship Foundation, Inc. Executive Committee Meeting, Arlington, Va.

☛ **Jul. 16-17.** AAAA Scholarship Foundation, Inc. Selection Meeting, Arlington, Va.

☛ **Oct. 11.** AAAA National Executive Board Meeting, Washington, D.C.

☛ **Oct. 11.** AAAA Scholarship Foundation, Inc. Executive Committee Meeting, Washington, D.C.

☛ **Oct. 11-13.** 1999 AUSA Annual Meeting, Washington Marriott Wardman Park Hotel, Washington, D.C.

☛ **Oct. 26-28.** AHS Structures Meeting, Williamsburg, Va.

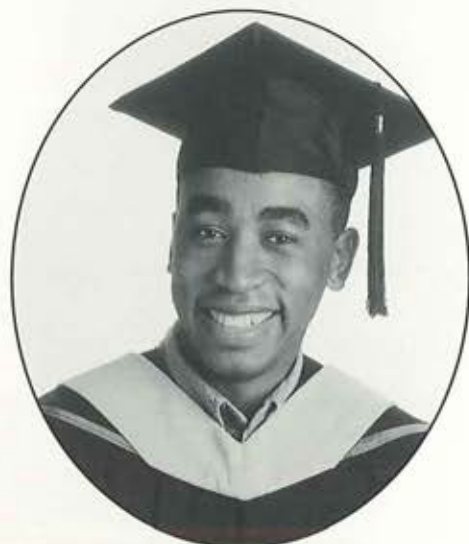
☛ **Mar. 29-Apr. 2, 2000.** The 2000 AAAA Annual Convention, Fort Worth Convention Center, Fort Worth, TX.

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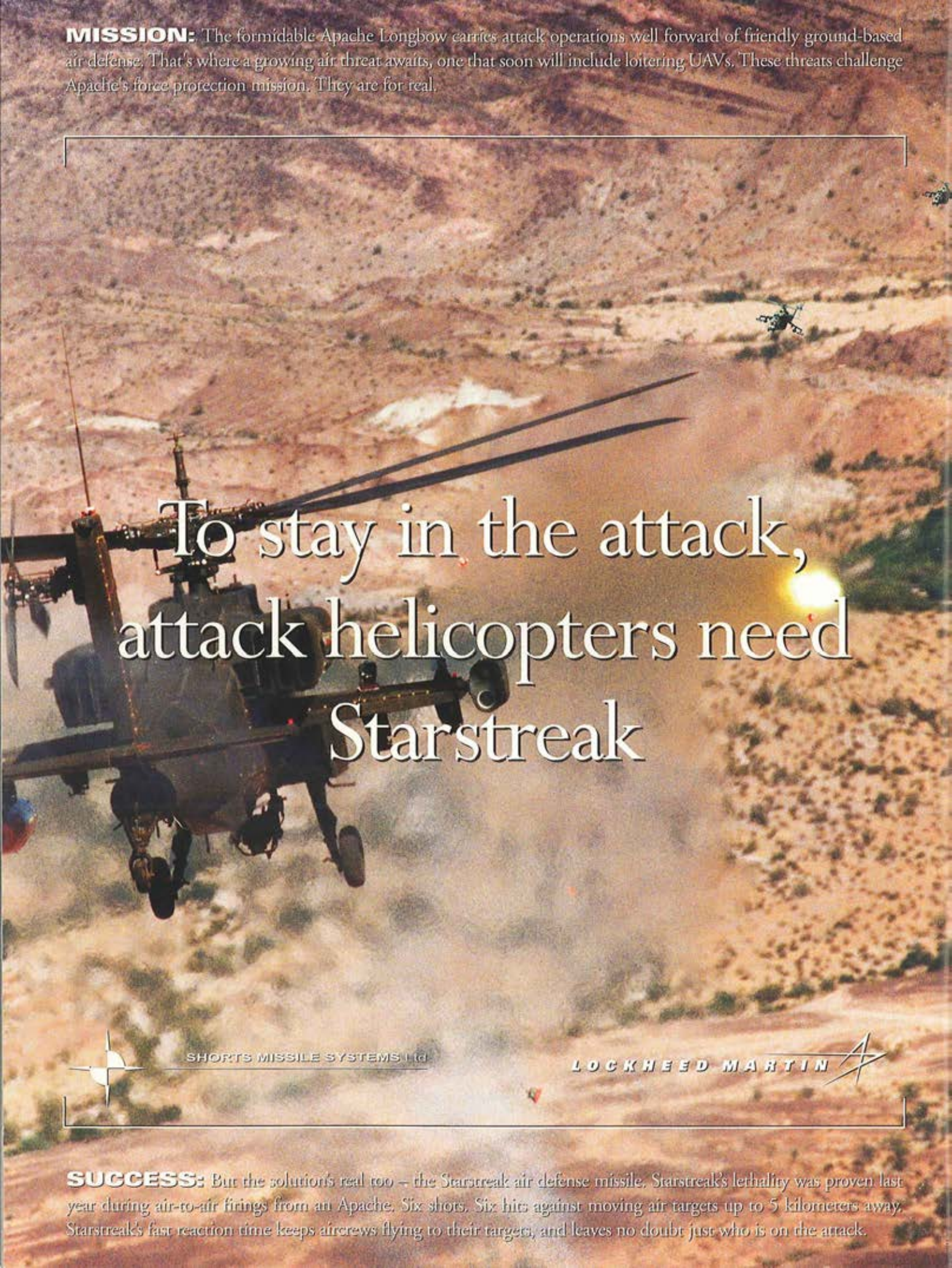
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