ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA • JANUARY 31, 2001 • $3.00

LINKING
PAST, PRESENT & FUTURE

Ready to go with Parker Aerospace Customer Support

The world's military services must be ready to go at all times. In peace or conflict.

Parker Aerospace Customer Support Military is a specialized organization dedicated to the unique needs of the military users of Parker Aerospace systems and components.

We're here to help our customers maximize their operational readiness while minimizing support costs.

Global support. Whether for proven systems or leading-edge aircraft, our worldwide network of facilities and representatives assures you of precision service. And our global capability enables Parker Customer Support Military to customize services to meet your exact requirements.

Ready for you. Contact Parker Customer Support Military. For service that's as ready as the customers we serve.

Partners in Flight™

Fuel Systems – *Fuel handling equipment, including pumps, valves, and refuel/defuel subsystems • Fuel measurement and management systems • Engine fuel control and monitoring • Pressure fueling • Instrumentation • Electronic controllers • Injection nozzles • Augmenters • Global customer support*

Hydraulic Systems – *Thrust reverser actuation systems • Heat exchangers • Accumulators • Steering systems • Engine-driven pumps • Lubrication and scavenge pumps • Reservoirs • Engine control actuators • Electrohydraulic servovalves • Lubrication systems • Motor-driven pumps • Hydraulic valves • Wheels and brakes • Global customer support*

Flight Control Systems – *Hydromechanical actuation systems and components • Power-by-wire systems and components • Smart actuation systems and components • Fly-by-wire actuation systems and components • Electrohydraulic servovalves • Electronic control modules • Electrohydrostatic actuation, controllers, and power electronics • Global customer support*

Parker Hannifin Corporation

Customer Support Military • Parker Aerospace • Customer Support Inc.
14300 Alton Parkway, Irvine, CA 92618-1898
(949) 809-8400 • Technical fax hotline: (949) 809-8444 • AOG: (949) 851-4357
www.parker.com

Parker Aerospace

ARMYAVIATION

Publisher
Lynn Coakley

Editor-In-Chief
William R. Harris Jr.

Editor
Stephen Harding

Production Manager
Barbara Ross

Contributing Editor
James R. Bullinger

Circulation Manager
Mary Ann Stirling

Circulation Assistants
Debbie Coley
Mary Ellen Kother
Deb Simons

Advertising
Robert C. Lachowski

❖❖

on the cover

Paid Advertisement. DynCorp Technical Services (DTS), a unit of DynCorp, the leading information technology and outsourcing solutions provider, has been offering innovative solutions and outstanding services to both government and commercial customers around the globe for more than 50 years. Internationally renowned and recognized for its exceptional performance, DTS is the only provider of its kind to win the AAAA Materiel Readiness Award a record 15 times. *Caption provided by advertiser.*

briefings

International military-support contractor **Lear Siegler Services Inc.** has announced the creation of an **Army Aviation Association of America** Scholarship Foundation Inc. perpetual scholarship fund. The scholarship — which will benefit members of AAAA's Fort Rucker, Ala., Aviation Center Chapter and their dependents — is part of the AAAASFI Corporate Matching Fund Scholarship Program established in 1997. The program allows a company to contribute a donation, over a five-year period, with a maximum of $10,000 matched dollar for dollar by the Foundation's general fund, which effectively doubles the company's contribution.

The Boeing Co. has tapped **ITT Industries' Avionics Division** to provide the integrated survivability system for the RAH-66 Comanche helicopter. ITT has contracted to provide 14 systems, each consisting of a radar-warning receiver, laser-warning receiver and point chemical detector.

A new Scholarships for Military Children program, cosponsored by the **Defense Commissary Agency** and **Fisher House Foundation Inc.**, plans to present more than 280 scholarships worth at least $1,500 each to high school students of AC/RC and retired military members. Students must have a 3.0 GPA and write a short essay on "What Being a Military Dependent Means to Me." Suspense is February 15. Interested students can pick up instructions and applications at commissaries or download them from the Internet at **www.commissaries.com.**

The Oregon Army National Guard's **1042nd Medical Company**, an air-ambulance unit, is looking for qualified UH-60 pilots and crewchiefs. Interested aviators should contact MAJ Mathew Brady at **Mathew.Brady@or.ngb. army.mil** or SFC Kevin Markey at **Kevin.Markey@or.ngb.army.mil**

Robert Fladry, a civilian mission instructor for the 160th Special Operations Aviation Regiment at Fort Campbell, Ky., was recently honored with the 10,000 Flying Hour Award. Fladry entered the Army in 1968 and served two tours of combat duty in Vietnam. While assigned to the 160th SOAR he participated in combat operations in Grenada, the Persian Gulf, Panama and Somalia, receiving the Distinguished Flying Cross and Silver Star. He retired from the Army in 1994 as the first officer to retire in the rank of CW5, and has been a civilian mission instructor since that time.

Former Army aviator **Paul P. Winkel Jr.** was awarded a belated Silver Star for actions during the Vietnam War during a Sept. 8 ceremony at Fort McNair in Washington, D.C. The medal, presented by Military District of Washington commander MG James T. Jackson, recognized Winkel's actions on Nov. 14, 1965. On that day, then-CPT Winkel repeatedly led a flight of resupply helicopters into and out of a surrounded landing zone during the Battle of Ia Drang. When one of the helicopters was shot down, he landed his own aircraft nearby and, under constant enemy fire, rescued the crew of the downed helicopter. Winkel, an AAAA member since 1958, is currently at work on a book about Vietnam-era aviators.

A team of runners from Fort Rucker, Ala., placed first in the active-duty men's mixed team competition at the recent Army Ten Miler in Washington, D.C. The **Fort Rucker "Fliers"** were among more than 16,000 runners and 740 teams participating in the 16th annual running of the Army Ten Miler, the nation's largest 10-mile race. Race coordinators had to close registration two weeks prior to the race because of the overwhelming number of registrants.

contents

vol. 50 no. 1 JANUARY 31, 2001

FEATURES:

SPECIAL FOCUS: Product & Maintenance Support

DEPARTMENTS:

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 49 Richmondville Avenue, Westport, CT 06880-2000. Tel: (203) 226-8184, FAX: (203) 222-9863, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: $30, one year; $58, two years; add $10 per year for foreign addresses other than military APOs. Single copy price: $3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Westport, CT and other offices. Send address changes to AAPI, 49 Richmondville Ave., Westport, CT 06880-2000.

BEST VALUE

Raytheon Aerospace Company provides quality worldwide support through its Contract Field Teams (CFT) - from aircraft and vehicle performance upgrades to battle-area maintenance and logistics. Raytheon Aerospace is ready to dispatch diversified, quality technicians to perform depot maintenance, field maintenance, and modification on-site for aircraft, engines, electronics, missiles, support equipment, tanks, vehicles, and other military equipment and systems.

Usually a CFT can be directed to a work site in a manner of hours after Delivery Order Notification. **Raytheon Aerospace CFT** offers a responsive, cost-effective way to modify or maintain today's military equipment and systems.

Contract Field Teams Operations
4600 S.E. 29th Street, Suite 500
Del City, Oklahoma 73115-3429
Telephone 405-677-1300
or 800-788-8101
Fax 405-677-4516

Raytheon

Raytheon Aerospace Company
555 Industrial Drive So. Madison, MS 39110
Telephone (601) 856-2274 Fax (601) 856-8006

http://members.aol.com/raycft.html

Maintaining the Training Fleet

By MG Anthony R. Jones

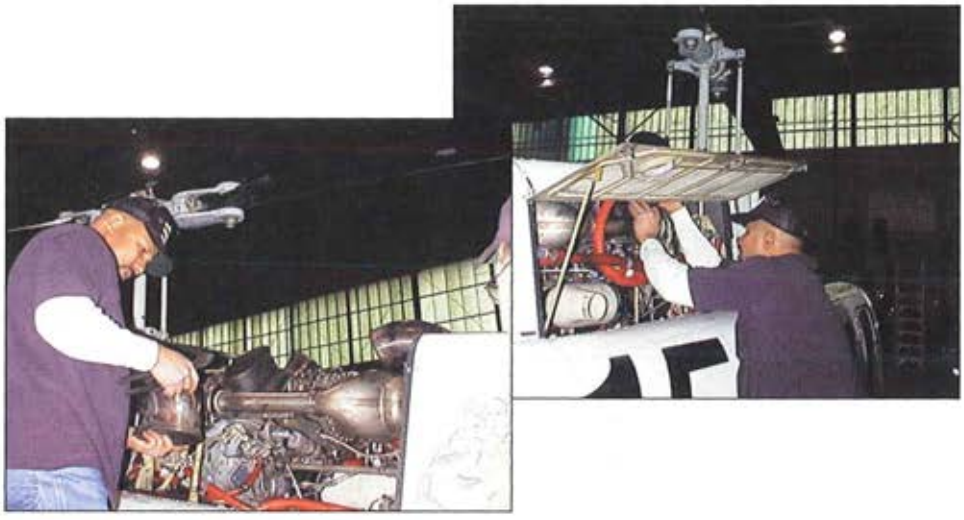
In 1973 the Department of Defense consolidated all Army aviation flight training at Fort Rucker, Ala. As the "Home of Army Aviation," Fort Rucker continues to train Army aviators, as well as students from all of the sister services and from more than 60 foreign countries. The mission of the U.S. Army Aviation Center (USAAVNC) meets our nation's commitments by training military, civilian and international personnel in aviation. We will continue to provide the force with highly motivated aviation soldiers and leaders equipped with modern systems and trained to world-class proficiency.

The scope of aviation flight training conducted at Fort Rucker includes everything from initial-entry rotary wing (IERW) training through post-graduate advanced aircraft transitions. The support system that makes this mission possible is a workforce made up of approximately 13,500 military, civilian and contract workers who work hand in glove on a daily basis.

Fort Rucker's training force includes approximately 775 military members, Department of the Army civilians and contract flight instructors. The post also employs about 350 classroom instructors. The annual flight student load totals around 4,000 and the non-flight student load totals almost 6,000 students (career courses, professional leader training and maintenance managers).

Fort Rucker's vast training area encompasses approximately 33,150 square miles and includes five active base fields, 17 active stage fields, 109 tactical training sites and one testing site. The installation manages an extremely high operational tempo, executing 31 percent of the entire active Army's flying hour program with 20 percent of the active Army's aircraft. Including the Army Reserve and National Guard components, Fort Rucker flies the highest percentage of the Army's total flying-hour program with fewer total aircraft.

Fort Rucker's aviation maintenance is put firmly in the hands of a civilian aviation maintenance contractor. DynCorp Technical Services Inc. is the current contractor entrusted with aviation maintenance at Fort Rucker. Founded in 1946, the firm is one of the largest high-tech, employee-owned companies in the United States. DynCorp is an industry leader in the professional and technical services, and provides diverse technical support to both U.S. and foreign government agencies, employing more than 16,000 personnel worldwide.



"Fort Rucker flies the highest percentage of the Army's total flying-hour program with fewer total aircraft".

In order for Fort Rucker to sustain its flight school training load it is necessary to launch approximately 465 sorties a day. The vast majority of the Army's maintenance support personnel, general mechanics and specialized repairers, out of necessity, are located in the field with deployable units. So, with this in mind, how does Fort Rucker make this happen?

DynCorp uses the world renowned International Standard of Operation (ISO) 9000 quality-assurance system as a major management tool. The intent of IS0 9000 is that this set of equal, worldwide quality standards is used in a two-party contract where the purchaser (Army) requires the

WE'RE THE GUYS YOU WANT ON YOUR WING.

- **A leading turboprop and jet service network**
- **Full-service depot facilities**
- **Complete inspection, maintenance and modification services**
- **Three complete paint and interior refurbishment facilities**
- **Avionics installations and repairs**
- **Component overhaul and parts**

If you're putting a team together and need depot support, call Sheldon Early, our Vice-President of Business Development, at (864) 879-6000. Or visit our website at www.stevensaviation.com.

STEVENS AVIATION
PlaneSmart™

Seven locations serving your aviation needs:
Greenville-Spartanburg (GSP) · Downtown Greenville (GMU) · Donaldson Center-Greenville (GYH)
Dayton (DAY) · Denver (BJC) · Lexington (LEX) · Nashville (BNA)

supplier (DynCorp) to operate a quality system compliant with these standards as part of the contractual relationship.

The ISO 9000 series standard was implemented in 1987 as a method of standardizing a quality business system for all industries worldwide. It is currently recognized in 134 countries, with some 350,000 companies now being registered. The longtime Department of Defense MilSpec for quality requirements, 9858A, expired in 1997 and was not renewed in the interest of having the DOD get on board with the commercial corporations worldwide in having a standard that is uniform and consistent for quality. The term "quality" as used in the ISO 9000:1994E Standard deems every facet of the business to affect the quality of the customer's product or service in some way. In addition, the Aircraft Maintenance Contract for fiscal year 1998 had ISO 9000 compliance listed as its quality standard. Through its Internal Quality Audits DynCorp is able to constantly strive for improvements and ensure that any and all problems are always elevated to all the highest positions within the organization for review and recommended improvements.

At Fort Rucker, DynCorp employs approximately 2,400 personnel. They work at the five base field locations, the aviation maintenance support shops, supply warehouses, the 17 stage fields and the aerial-gunnery range complex. DynCorp's maintenance capability includes everything from aviation unit maintenance tasks to limited depot-repair capability for both airframe and component repair.

The Aircraft Logistics Management Division (ALMD) of the Directorate of Logistics (DOL) at Fort Rucker was formed to provide contract oversight and to act as liaison between the government and the maintenance contractor. ALMD is the Army's advocate for enforcing the world's largest rotary-winged maintenance contract. The ratio of contractor personnel to Department of the Army personnel is 40:1. There are more than 510 aircraft and seven different mission/design/series (MDS) airframes in Fort Rucker's school training fleet. ALMD is comprised of three branches: the Maintenance Surveillance Branch, the Material and Systems Management Branch, and the Supply Surveillance Branch.

ALMD's mission is to measure and report contract performance, and to ensure contract compliance (in terms of quality, safety, mission, aircraft availability and cost control). ALMD is responsible for providing accountability of property worth approximately $2.5 billion and Class IX repair parts inventory valued at approximately $350 million annually. In order to ensure that all maintenance and support issues are synchronized, ALMD spends a large amount of time coordinating with DOD support agencies, working behind-the-scenes issues that affect daily aircraft availability at Fort Rucker. ALMD also advises the command on all matters pertaining to aviation logistics and maintenance that might influence command decisions on flight training.

In this time of limited resources, even Fort Rucker finds that it is a daily challenge to meet the mission. In an effort to train soldiers, DynCorp, in conjunction with ALMD, develops a "Critical Parts List" which is forwarded to the U.S. Army Aviation Missile Command (AMCOM) each week. Fort Rucker also conducts an "on-site" IPR every 45 days with AMCOM, U.S. Army Training and Doctrine Command (TRADOC) and the Defense Logistics Agency (DLA) to work Fort Rucker's unique parts and system-support requirements. These agencies truly are a part of the "Rucker Team," each stepping up to the plate to assist Fort Rucker in training the student load.

ALMD works hand in hand with DynCorp to identify components and repair capability that is beyond the aviation intermediate level, and then to procure authority through AMCOM to complete special repairs for those aircraft components. Limited Depot Repair (LDR) capability is important to the aviation

"It's about pride in the work we do."

"The technicians here are terrific, but their knowledge and experience doesn't make a difference if they don't have the parts they need. That's where I come in. There are thousands of parts and tools needed to repair and overhaul the T700 engine, and my team makes sure they're here when they're needed.

Sharon Morgan,
Material Supervisor

Sabreliner Corporation. A proven heritage of best-value service, performed at government-qualified facilities by experts who take individual pride in their work.

Sabreliner. Let our people make you proud too.

SABRELINER CORPORATION

phone 314 • 863 • 6880
fax 314 • 863 • 6844
e-mail: info@sabreliner.com

center for a variety of reasons. LDR allows the contractor to repair aviation parts and components here at Fort Rucker, thus eliminating shipment time and thereby reducing the overall part turn-around time. Our Army workforce continues to work closely with AMCOM and DLA to support the OPTEMPO of our fleet.

ALMD's Maintenance Surveillance Branch (MSB) is comprised of a commissioned officer, seven warrant officers, 32 noncommissioned officers and 10 DA civilians (DACs). All personnel assigned to the MSB are required to have an extensive aviation maintenance background. The officers are all qualified maintenance test pilots. The NCOs and DACs are all qualified and seasoned technical inspectors. MSB provides contract surveillance over the Army's single largest flying-hour program, more than 265,000 annual flight hours. Aircraft launch three times a day and maintenance is working 24 hours a day. An average day consists of 183 aircraft launching during the morning, 172 aircraft launching during the afternoon and evening, and 108 aircraft launching at night. On any given day, many of the aircraft at Fort Rucker may launch two or three times. With Fort Rucker's tremendous OPTEMPO and the daily wear and tear from training students, the fleet shows signs of stress and fatigue at a much earlier age (in years) than aircraft that are assigned to deployable units.

MSB is required to perform a minimum of 144 check-list inspections in 15 categories on DynCorp each month at the base fields, stage fields, the back shops and the aerial-gunnery range. The job requires more than just inspecting the contractor for contract compliance. MSB's part of that equation is to ensure contract compliance and report compliance.

"Our Army workforce continues to work closely with AMCOM and DLA to support the OPTEMPO of our fleet."

Additionally, each member of MSB is responsive and responsible to:

- Identify issues early on, talk to the instructor pilots and students, and find out what they think about the helicopters they depend on everyday.
- Explain that your job is to ensure the pilots have the safest and most reliable helicopters that can be provided to fly.
- Interface with battalion commanders and their staffs at the airfields, attend their staff meetings and keep them updated on aviation-maintenance issues.
- Research issues and provide viable solutions to concerns.
- Make yourself available to commanders, be their advisor and resolve issues between the schoolhouse and the contractor to the lowest level possible.
- Identify issues before they become major safety concerns. Conduct a thorough root-cause analysis to determine what the actual problem is, and then roll up your sleeves and assist to implement corrective actions.
- Conduct acceptance preflight inspection on up to 10 percent of the aircraft (each of the three flight periods) that DynCorp designates as ready for issue.

Material Systems Management Branch (MSMB) consists of a branch chief and six aircraft equipment specialists. They conduct all internal and external coordination for the USAAVNC maintenance program, including logistics support, engineering support, technical procedures and policies, and aircraft requirements models. Coordination with internal and external units, ensuring efficient quality maintenance management and supply economy is performed. MSMB coordinates with Aviation Branch Safety Office (ABSO), AMCOM, TRADOC, Department of the Army and other major commands — including aircraft manufacturers — in exerting maximum effort to insure sufficient aircraft are available daily to train the student load.

MSMB has Program Manager's responsibilities for a commercial fleet of 137 TH-67 aircraft, which are used in IERW and instrument flight training. These helicopters are FAA-registered and are maintained under an FAA-approved maintenance program. MSMB coordinates all aircraft-maintenance training and FAA approval to qualify the aircraft maintenance contractor to complete engine and drive train component overhauls at Fort Rucker. MSMB coordinates the movement and repair at FAA-approved repair stations of all components that are beyond Fort Rucker's repair capability. MSMB works directly with the FAA and Bell Helicopter Textron to ensure that all required policies and standards are met.

ONLY APACHE.

Apache Longbow does what others talk about doing, someday. Patrolling borders. Monitoring cease-fires. Keeping the peace. And with its new advanced optical sensors, and other planned enhancements, the AH-64D Apache Longbow will just keep getting better.

It's easy to talk about performance. Only Apache Longbow delivers.

BOEING
Forever New Frontiers

MSMB reviews all draft Safety of Flight (SOF) messages and Aviation Safety Action Messages (ASAM). The drafts are reviewed for content and inspection procedures, including USAAVNC training and worldwide fleet impact. Additionally, if unique or special modifications are required on a particular model, design and series of training aircraft, MSMB coordinates through TRADOC with AMCOM engineering for the issuance of an Airworthiness Release. The DA Modification Work Order (DAMWO) fielding plan between USAAVNC and AMCOM prescribes mutually acceptable arrangements for MWO application on aircraft assigned to Fort Rucker.

MSMB also coordinates with ABSO on all aircraft accidents, ensuring a Quality Deficiency Report (QDR) is submitted. The QDR program was established to provide a standardized system for reporting equipment failures and receipt of defective material. DynCorp submits a Category I QDR immediately upon discovery of any condition involving safety of personnel or a potential safety of flight condition. USAAVNC submits approximately 280 QDR reports monthly, about 3400 annually.

In addition, MSMB assists in obtaining repair parts and special repair authority (SRA) in resolving problems that adversely affect the training mission. MSMB also maintains an operational External Satellite Repair (ESR) program, which is designed to assist other units throughout the Army. MSMB simultaneously manages numerous, complex, multimillion dollar programs, resulting in reduced aircraft maintenance cost and increased aircraft availability and reliability.

The aircraft equipment specialists are the aviation maintenance subject matter experts for their respective airframes and ensure superior performance is obtained from the Aircraft Maintenance Services Contractor. MSMB consists of true professionals who always seek better ways of doing business and demand that the highest level of professional standards are sustained.

The Supply Surveillance Branch (SSB) is responsible for surveillance of an ASL containing more than 11,000 lines with an authorized stockage value of approximately $45 million, and more than 3,000 lines of industrial property valued at more than $48 million. In addition, SSB holds the hand receipt for all of Fort Rucker's hangars, shops, storage buildings and other facilities occupied by the aircraft maintenance contractor. In other words, most of the real estate at Fort Rucker that is key to maintaining and flying aircraft is SSB's responsibility. SSB is also responsible for oversight of the Programmed Realtime Information System for Management (PRISM) and for the standard Army management information systems (STAMISs) — SARSS, SAMS, ULLS-G, ULLS-S4 and DPAS — which we are currently converting to in preparation for the Single Stock Fund (SSF). SSB also works environmental issues for ALMD and is proud of the performance of the aircraft maintenance contractor in maintaining an impeccable record in safeguarding the environment, despite being the largest single user of hazardous materials at Fort Rucker.

SSB uses an annual systems analysis mandated by the Federal Acquisition Regulation, 25 locally developed inspections and the Supply Performance Inspection, which determines the contractor's Supply Incentive Fee, to monitor the supply and property management portions of the contract. The responsibility is clearly identified for working specific critical aircraft parts. Financial management is a highly visible area of responsibility for SSB. With the increased emphasis on financial management in recent years, SSB has had to monitor not only OMA funds usage but also Stock Fund Obligation Authority and Stock Fund Credit Authority.

The school training fleet of helicopters at Fort Rucker has flown more than three million hours without a maintenance-related accident — an unsurpassed safety record. ALMD and DynCorp deliver commitment without compromise in a business where there is no room for error.

❖❖

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

The MOS-ASI Realignment

by CSM Edward Iannone

As a result of a 1999 evaluation that looked into how the Army can best field technicians to maintain its fleet, a realignment drawing on soldiers in three MOSs took effect on Oct. 1, 2000.

The AH-1 Cobra Helicopter Armament/Missile System utilized MOS 68J as the Aircraft Armament/Missile System Repairer. MOS 68F Electrical System Repairer and MOS 68N are designated as the Avionics System Repairer for all Army aircraft. With the development of the AH-64 and the OH-58D(R), advanced technologies incorporated in the aircraft systems required soldiers in MOS 68J, F and N to receive additional training.

The Aviation Proponency Office developed ASI X1 for soldiers in MOS 68F and 68N who had received training on the AH-64. MOS 68J was exclusively designed to facilitate maintenance of the armament/missile system on the AH-1 Cobra. The OH-58D(R) fielding required maintenance personnel to maintain the aircraft armament and missile system. MOS 68J already possessed many of the skills needed to maintain the new systems on the OH-58D(R). Soldiers would only need additional training on the major technological changes built into the new aircraft armament systems.

A Personnel Support Plan was devised to ensure that soldiers in the field received training on the OH-58D(R) as they transitioned from the AH-1 to the OH-58D(R). At the same time, the plan allowed Army aviation to use the current pool of experienced soldiers in MOS 68J to maintain the newly fielded aircraft fleet. As AH-1 Cobras were turned in for new OH-58D(R) aircraft, the soldiers would return to school and receive Additional Skill Identifier (ASI) W5 training. ASI W5 would identify the OH-58D(R) system repairer. The ASI would be used as a means to track all trained soldiers.

As the AH-1 Cobra fleet was being replaced by OH-58Ds the demand for ASI W5-trained soldiers increased and assignments became a burden to the personnel management system. The U.S. Total Army Personnel Command (PERSCOM) assigned soldiers with ASI W5 to major Army commands (MACOMs) that had requirements for both ASI qualified and non-ASI qualified soldiers. The MACOMs based their assignments on the first three characters of an MOS. Personnel assignment procedures caused soldiers with ASI W5 to be assigned to units that did not require ASI W5 qualification. After a review of training skills, the U.S. Army Aviation Center (USAAVNC) and U.S. Army Aviation Logistics School (USAALS) formulated and approved a new plan of action. The review revealed MOS 68F, 68N and 68J shared numerous tasks. The MOS ASI assignment dilemma could be corrected through consolidation of all ASI W5 skills and the creation of a new MOS.

In October 1999 a Notification of Future Change (NOFC) was posted to DA Pam 611-21 establishing MOS 68S (Aircraft Armament/Electrical/Avionics System Repairer). The new 68S MOS merged skills from MOS 68J, 68F, 68N and ASI W5. The most significant impact of the new MOS will be that soldiers with MOS 68J will be involuntarily reclassified to MOS 68S. Soldiers in MOS 68F and 68N who hold ASI W5 will also be involuntarily reclassified to MOS 68S.

All soldiers promotable to the grade of E7 in MOS 68F W5 and 68N W5 will continue to be eligible for promotion in their old capper MOS 68K, and are not affected by the reclassification. To ensure a seamless transition between MOSs, soldiers can contact their PAC NCOs and obtain MILPER Message 00-132 for instruction. The Aviation Proponency Office will staff a worldwide copy of MILPER Message 00-132 to aviation brigade command sergeants major and sergeants major. Soldiers are encouraged to obtain a copy of their reclassification orders and maintain a copy in their personal records. Remember, it is your future and no one will manage it better than you will!

❖ ❖

CSM Edward Iannone is the aviation branch command sergeant major at Fort Rucker, Ala.

Facing the Future Challenges, Part II

By MG Al Sullivan

It's been a year — truly, an event-filled and eventful year — since I last wrote to those of you in the product support and maintenance business.

A year ago, I focused on committing to excellence and facing future challenges to improve readiness.

I am pleased to report that not only does that focus remain, but also that we have made great strides to achieve both goals.

Specifics

The U.S. Army Aviation and Missile Command's commitment to maintaining future excellence and materiel readiness has been greatly enhanced by the addition of COL Barry M. Ward as our deputy commander for transformation.

Not only will Barry seek cost-effective innovations to face future challenges and sustain combat readiness, but he also will ensure that our modernization and recapitalization efforts stay on track. And, along with our Integrated Materiel Management Center and our deputy for systems acquisition, he is working to divest the legacy fleet, thereby making available precious funds previously programmed for their support.

Barry's recapitalization initiatives will provide combat-ready Black Hawks, Chinooks and Apaches with dynamic and critical components that have been rebuilt, replaced or upgraded to a zero-hour baseline. Those aircraft, then, will reach their half-lives in 2010. By the way, these three aircraft initiatives are in the Army's top 10 priorities.

Further Specifics

Last January I wrote to the community about Corpus Christi Army Depot (CCAD) being the newest member of the AMCOM family, and about how CCAD would lead the way in product support and maintenance.

Since then, AMCOM has signed a contract with General Electric (GE) Engines Services for T700 engineering and repair parts support at CCAD. This $46 million agreement provides CCAD with 100 percent engine repair-parts support, as well as access to GE's overhaul and engineering expertise. GE parts and technical expertise will combine with the CCAD work force to restore engine durability and reliability. Working together — partnering in the truest sense — we will achieve the Reliability Centered Maintenance (RCM) standards envisioned originally under the Prime Vendor Support (PVS) concept.

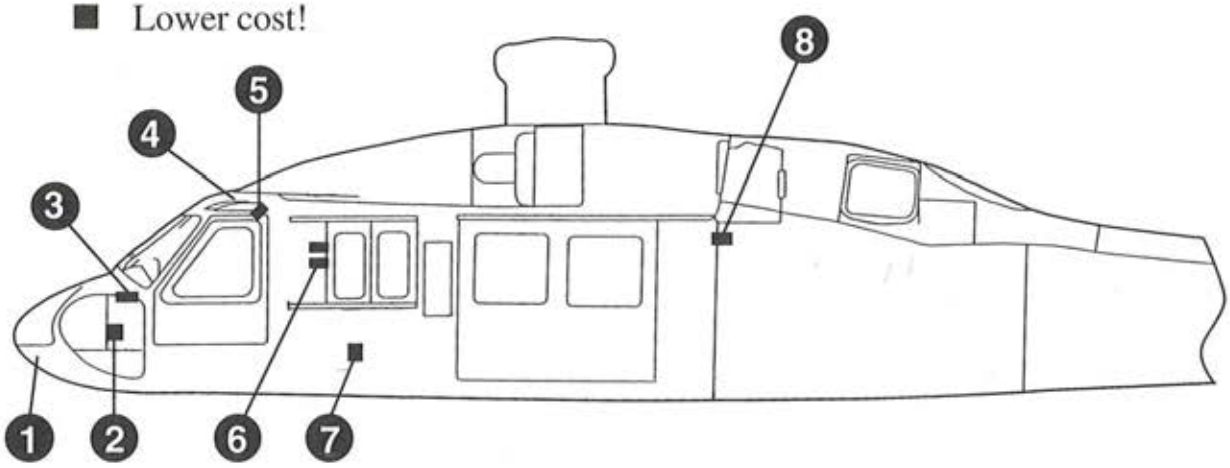
The New BLACK HAWK Heat System

An ACC/Sikorsky Aircraft Joint Development

An effective, low-cost ACC Mini-Ejector bleed air heat system has been adapted to the UH-60 BLACK HAWK Aircraft.

Proven Reliability & Performance as Compared to Electric Systems:

- 120,000 BTUH vs. 55,000 BTUH.
- Weight: 46 lbs. vs. +90 lbs.
- Electric consumption: 2 amps vs. 496 amps (115 VAC).
- Space: non-interference in aft transition area.
- New system provides heat to feet of Pilot & Co-Pilot.
- Lower maintenance.
- Lower cost!



Locations of Mini-Ejectors

1. Chin window defoggers (2 each)
2. Cockpit heater outlets provide heat to cockpit floor – lower (2 each)
3. Cockpit heater outlets – upper (2 each)
4. Overhead viewing window defoggers (2 each)
5. Pilot and Copilot side window defoggers
6. Gunner's window defoggers (2 each, each side)
7. Cabin heater outlets – forward (2 each)
8. Cabin heater outlets – aft (2 each)

ACC **Air Comm Corporation**
3300 Airport Road, Boulder, CO 80301
P:(303) 440-4075 F:(303) 440-6355 W: aircommcorp.com

Put simply, we will produce engines that meet or exceed new-engine performance, moving beyond PVS to better achieve the community's product support and maintenance goals.

Reduced turn-around times on engine overhauls and the application of GE's commercial best practices will replace our previous Inspect and Repair Only as Necessary (IROAN) standards. What's more, improvements in CCAD workflow processes, acquisition of new test software and new test-cell hardware will further enhance product support, maintenance and readiness.

Additionally, AMCOM, with CCAD and the Boeing Company, has formed a partnership arrangement that will reduce support costs and increase Apache and Chinook readiness.

This innovative partnership reduces total ownership costs by providing engineering services, manufacturing technology, supply chain and materiel management, reliability-based analyses and configuration management.

The challenges of the future won't be any simpler than those of the past.

With a reduced logistics footprint and enhanced readiness in mind, these two key partnerships make CCAD the Army's premier aviation product support and maintenance facility.

Overseas, the Army Materiel Command Field Support Center, Korea, (AFSC) is successfully meeting the commander in chief's top logistics-support and warfighting requirements. The AFSC provides forward wholesale supplies, as well as limited major and secondary item repairs. The AFSC has also been able to significantly reduce order ship times, and repair cycle times for such critical, high-demand, mission-essential items as T700 and T55 engines, airframes and parts for the UH-60, CH-47, OH-58, AH-64.

Additionally, the Aviation Maintenance Repair Activity (AMRA) element of the AFSC Korea is performing some limited repair of T700/701 engine modules and other aviation components, producing a cost avoidance of nearly $20.4 million.

Closer to home, we recently signed an agreement to share technology with our NASA neighbor at Redstone, the Marshall Space Flight Center. This agreement will enable AMCOM to benefit from sharing avionics and information technology, as well as heat transfer, electronic and electro-optic micro-fabrication, simulation and systems management.

Another initiative that I am pleased to update is the Aviation Corridor of Excellence (AACE), which begins in Tullahoma, Tenn., runs south through Redstone Arsenal and Fort Rucker, Ala., and ends at Eglin Air Force Base, Fla. These four locations — with their unique capabilities — have everything necessary for the product support and maintenance of all Army aircraft.

In the last 365 days AACE strategies and resources have been focused on upgrading electromagnetic environmental effects capabilities at the Redstone Technical Test Center; greater funding to support the engine Component Improvement Program; and working cooperatively with local academic institutions to create a variety of technology and engineering capabilities for product support, maintenance, and enhanced readiness.

Similarly, I have asked the AACE's board of directors to come up with a better way of understanding what drives Army aviation ownership costs.

To update the community on what I mentioned last year, AMCOM is vigorously using our Science and Technology (S&T) programs for product support and maintenance.

For example, Future Transport Rotorcraft (FTR) S&T efforts will support the Apache, Chinook and Black Hawk by producing significant improvements in specific fuel consumption, power-to-weight ratios, composite structural weights, manufacturing processes, aerodynamic efficiencies and reductions in life-cycle costs.

To achieve these capabilities the FTR will take advantage of advances in turbine engines, transmissions, rotor systems and flight controls, as well as advanced product support prognostics and diagnostics.

Summary

The world's best soldiers deserve the best equipment. And the best equipment begins with the best technology, as well as with the best application of that technology.

AMCOM will continue providing the best equipment — equipment that is reliable, lethal and survivable. AMCOM will also assure sustainment by developing superior technologies and rapidly distributing supplies.

For soldiers to fight and win decisively on the battlefield, AMCOM will also continue working toward improvements in the cost and availability of the command's products and services.

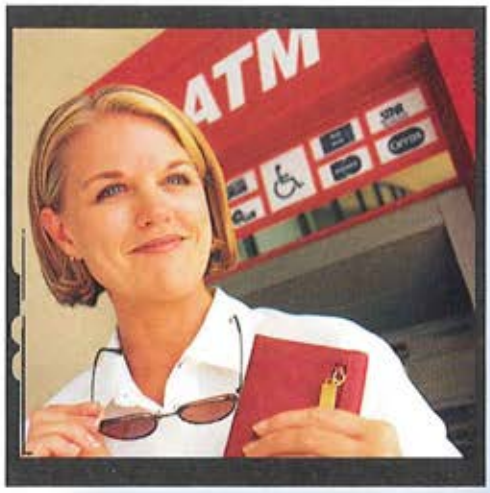
Our soldier-customers represent our reasons for existence and our future opportunities, and we will always — in all ways — look for better ways to serve our Number One customers.

The challenges of the future won't be any simpler than those of the past. If anything, they will be harder. Nonetheless, AMCOM remains committed to facing and meeting future challenges by providing the very best product support and maintenance services possible.

Put even more simply, we're doing our best to support aviation warfighters, from factory to flight lines around the world.

❖❖

MG Al Sullivan is commanding general of the U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala.



"I won the battle over ATM fees with a USAA checking account."

No-Fee Checking. Take USAA's No-Fee Checking account with you, wherever you go. It makes banking easier, and saves you money. Your first 10 ATM withdrawals each month are free, and you get a rebate on fees other banks charge to use their ATMs – up to $1.50 for each of the first 10 domestic ATM surcharges you incur every month. There's no monthly service charge or minimum balance requirement. You can even write an unlimited number of checks. Plus, by maintaining an average daily balance of $1,000 or more, you'll earn interest on your account. Whether you're enlisted or an officer, on active duty or in the Reserves or National Guard, USAA Federal Savings Bank's No-Fee Checking is a win-win account.

Call us at 1-888-635-9206
or visit us at usaa.com

USAA *We know what it means to serve.*℠

INSURANCE · BANKING · INVESTMENTS · MEMBER SERVICES

EQUAL HOUSING LENDER

FDIC INSURED

PEO Perspective and Air Warrior Update

By MAJ Joseph L. Bergantz and LTC Thomas H. Bryant

It is a pleasure to address the members of AAAA and the readers of this magazine for the first time as the program executive officer for Army aviation systems. Much has changed over the past couple of years regarding the way we acquire weapons systems and, more importantly, the way we recapitalize and sustain them.

PEO Aviation has worked hard these past several months with the U.S. Army Aviation and Missile Command and its director for systems acquisition, along with the combat-development community at the Aviation Warfighting Center. These efforts have focused on making a fundamental change in our approach to systems management and a commitment to higher standards to enhance our weapons systems capability, reliability and sustainability. These changes will not happen overnight, but will require time and the concerted effort of all involved. We are working to produce a product that will lay out the recapitalization and sustainment requirements for our aviation systems in a coherent manner. Once this is accomplished and briefed to the Army's senior leaders, we will be able to budget for the effort on a priority basis.

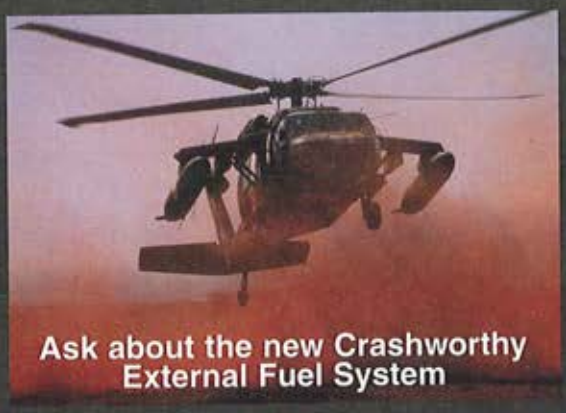
When analyzing what makes a weapon system perform up to expectations and how to enhance its capability, one often thinks only in terms of such platforms as Apache, Black Hawk, Chinook, Kiowa and Comanche. Forgotten is the equipment that enhances the performance of the aviator in the cockpit, such as Aviation Life Support Equipment (ALSE) and the upcoming Air Warrior system, which ultimately make the weapon system perform better.

At PEO Aviation, we are reorganizing and re-emphasizing our efforts in ALSE and Air Warrior.

At PEO Aviation, we are reorganizing and re-emphasizing our efforts in ALSE and Air Warrior. A centrally selected product manager, LTC Tom Bryant, has just taken the reins of the Air Crew Integrated Systems (ACIS) product office. His charter is to develop the ancillary equipment that our aviators use day in and day out. Team ACIS will ensure this equipment enhances aviators' performance by improving the physical environment, reducing stress, enhancing safety and survivability, and allowing them to perform to their optimum levels.

As aviation warfighters continue to fly on point for our nation, Team ACIS is working relentlessly to ensure our products enable aircrew mission success in any environment against any threat. While ensuring all the equipment that our aviation warfighters use receives world-class support through innovations like the ALSE Integrated Product Team, we can not change the reality that today's aviators fly with outdated and bulky personal equipment. Often, this equipment is not effectively integrated across Army aviation's combat platforms and falls significantly below the crew endurance performance requirements. Working hand in hand with fellow aviators in the requirements-generation community at the Aviation Warfighting Center and in the field, the ACIS team continues to develop a time-phased, evolutionary acquisition program called Air Warrior to solve current equipment shortcomings.

The Air Warrior program is a new generation aviator ensemble that provides advanced life support, ballistic protection, and nuclear, biological and chemical (NBC) protection in mission-configurable modules. At present, the Air Warrior program is in the engineering and manufacturing development (EMD) phase and the ACIS team manages all the



Ask about the new Crashworthy External Fuel System

PROVEN PERFORMERS.

Enhance the performance capabilities of the CH-47 Chinook, UH-60 Black Hawk and AH-64 Apache with mission-ready, crashworthy, self-sealing *GUARDIAN*® Extended Range Fuel Systems (ERFS).

MISSION FLEXIBILITY

The U.S. Army *GUARDIAN*® ERFS II for the CH-47D Chinook helicopter provides up to three 800 gallon tanks and a Forward Area Refueling Equipment (FARE) kit.

The *GUARDIAN*® 200 single-tank ERFS is interchangeable with the *GUARDIAN*® 185 two-tank ERFS in the UH-60 Black Hawk helicopter.

The *GUARDIAN*® 130 ERFS for the AH-64 Apache helicopter provides 130 gallons of additional fuel and is interchangeable with the ammunition storage magazine.

For complete information
call (480) 337-7050, fax (480) 968-3019,
Email robertsonaviation@worldnet.att.net,
or write 1024 E. Vista Del Cerro,
Tempe AZ 85281

ROBERTSON
AVIATION
Range Extension Fuel Systems

developmental and integration efforts. The Air Warrior system has progressed through its preliminary design review and is rapidly approaching the system critical design review scheduled for November.

Air Warrior — The Aviation Warfighter in the Near Term

The Air Warrior concept is being developed with interoperability in mind and has leveraged several joint-service technology efforts. The system consists of components effectively integrated to maximize safe aircraft operation and human performance while not encumbering the aircrew. These components will include the Modular Integrated Helmet Display System (MIHDS), microclimate cooling system, NBC protection, body armor, survival items for escape and evasion, over-water survival items and an interface to the aircraft platform.

The MIHDS consists of the flight helmet, night-vision devices and protective mask interface. The helmet will also include communication earplugs to ensure better noise attenuation with greater speech intelligibility. An advanced night-vision goggle will also be introduced as part of the MIHDS through a cooperative program with the Night Vision and Electronic Sensors Directorate. The new lighter-weight goggle will provide better visual acuity and significantly greater field of view, approximately 95 degrees versus the 40 degrees provided by existing systems.

Few aircrew members look forward to the hot, uncomfortable and stressful environments experienced during flight in Mission Oriented Protective Posture (MOPP) IV. Therefore, heat stress and degraded mission performance while wearing NBC protective gear is one of the most significant problems being solved by the Air Warrior team.

However, the Air Warrior team isn't just making missions more comfortable, but longer as well. In addition to reducing heat stress related problems the team is going to meet the 5.3-hour key performance parameter (KPP) concerning mission length. This KPP consists of being able to fly in the complete Air Warrior ensemble for five hours and performing 0.3 hours of ground operations. The U.S. Army Aeromedical Research Laboratory (USAARL) conducted tests in a climate-controlled simulator to better understand current equipment shortcomings in a heat-stress environment. The test mission profile consisted of attempting two sorties flown in full MOPP IV in 100-degree temperatures and 50 percent relative humidity. Due to unsafe body core temperature levels, not a single crew was able to complete even the first mission.

The Air Warrior system attacks this problem with a cooling subsystem that consists of a vapor compression cooler (Microclimate Cooling Unit) mounted on the aircraft and a liquid cooling shirt (Microclimate Cooling Garment). Recently, USAARL repeated the testing in the same environment, except the aircrew was equipped with the Air Warrior's microclimate cooling system. The subsequent testing showed that the aircrews were able to fly a full six hours as opposed to flying only 1.6 hours in MOPP IV, resulting in nearly a four-fold increase in mission duration.

Another significant challenge to the Air Warrior team is the overall reduction of weight and bulk. The chemical protective undergarment (CPU) offers significant bulk savings when measured against the current battle dress overgarment (BDO). In addition, tailorability for over-water missions is critical to Air Warrior development. The one-man life raft (LRU-18/C), low profile flotation collar, anti-exposure suit (CWU-62B/P) and an underwater emergency breathing system are all part of providing each aircrew member with significant over-water safety devices. Effective integration of these components is another significant part of the Air Warrior design.

The last near-term piece of Air Warrior is the interface cabling with the aircraft platforms. Power must be provided to the electronic data manager, the helmet, microclimate cooler, night-vision devices and protective mask blower. A single harness will be integrated as part of the Air Warrior system so the crewmember has to make only one connection to the aircraft to provide power to the total system.

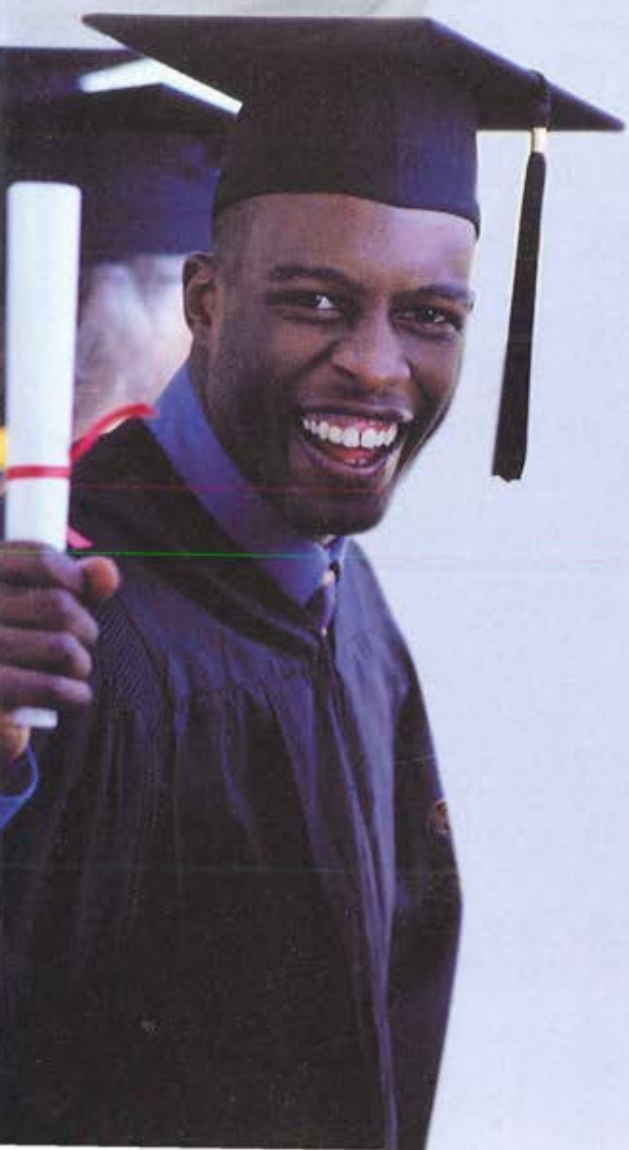
The near-term Air Warrior system described above will be fielded in 2003. The 160th Special Operations Aviation Regiment will be the Army's first unit equipped, followed by elements of XVIII Airborne Corps. The system will be fielded with a complete logistics-support package, including a complete training and support infrastructure. Specifically, the training portion includes a single, comprehensive Air Warrior technical manual and a complete training package that also includes materials to assist units in sustainment training.

Air Warrior — The Aviation Warfighter in the Mid-Term

Air Warrior will continue to grow and provide improvements by taking advantage of new technology in a continued effort to optimize aircrew performance. This evolutionary development process allows us to get technology to the field faster. Already, emerging technologies are being planned for and integrated as part of the objective Air Warrior system. Improvements to be integrated in the 2005 timeframe include an EDM or digital kneeboard, combat identification and several joint efforts — the Joint Service Aircrew Mask (JSAM), the Joint Protective Aircrew Ensemble (JPACE) and the Combat Survivor Evader Locator (CSEL).

Functionality of the EDM, the aviator's digital kneeboard, includes moving-map displays, performance planning and an interface with the Aviation Mission Planning System (AMPS). The EDM, linked to the aircraft Global Positioning System (GPS), will continuously display present position to the aircrew on the Falcon View map display. AMPS control measures, friendly and enemy locations and flight routes will be downloaded to the EDM and graphically displayed. The arduous tasks of transcribing mission planning data to a paper map will become obsolete. Capability for performance planning will also be embedded as an EDM feature.

Combat identification for Air



AAAA
SCHOLARSHIP FOUNDATION

Will Education Transition Your Future?

Today's army is an organization in transition, utilizing the latest developments in technology to change the evolving face of modern combat. Driving this move toward the future is a retooled, redefined and re-educated army of sophisticated soldiers.

Are you among them?

The AAAA Scholarship Foundation is one sure way today's soldiers can help advance their careers through education. Grants and loans are available to all AAAA members whether they are active, guard or reserve soldiers, as well as their families and siblings for degree programs, specialized skills or technical knowledge. Awarded annually, scholarships are available in one, two or four year grants ranging from $1,000 to $15,000. Interest-free loans of up to $4,000 ($1,000 a year) are also available.

Have you applied?

The AAAA Scholarship application process is easy and forms can be requested in three simple ways. For those using traditional mail, contact the AAAA Scholarship Foundation, Inc., at 49 Richmondville Avenue, Westport, CT 06880-2000. If using the telephone, call the Foundation at (203) 226-8184, or fax your request at (203) 222-9863. Forms and information can also be downloaded directly from the web at www.quad-a.org. Completed applications must be returned to the AAAA Scholarship Foundation on or before May 1, 2001. To be eligible for this year's scholarships, applicants (or their sponsor, if appropriate) must have been a member since May 1, 2000.

Will you benefit?

Since its inception in 1963, the AAAA Scholarship Foundation has provided more than $1.5 million to fund the educational aspirations of nearly 900 students. Why not become a part of that history today? Apply for your AAAA scholarship and help transition the future.

AAAA Scholarships. Learn to Succeed.

TO LEARN MORE ABOUT SCHOLARSHIP FUND OPPORTUNITIES, PLEASE CONTACT:

AAAA SCHOLARSHIP FOUNDATION, INC.
49 Richmondville Ave. • Westport, CT 06880-2000
(203) 226-8184 • Fax: (203) 222-9863
e-mail: aaaa@quad-a.org

AAAA SCHOLARSHIP FOUNDATION

Advertisement designed courtesy of DynCorp - The Art of Technology®

Warrior will improve the safety of a dismounted crewmember by reducing the risk of "fratricide." The Air Warrior's combat-identification system will allow crewmembers to be interrogated by ground personnel. This system will use components currently developed as part of the Army's Combat Identification for Dismounted Soldiers (CIDDS) program and modified for Air Warrior use.

Ongoing chemical suit and mask-development efforts are an integral part of the Army's future aviation warfighter. JPACE is the next generation chemical suit and will replace the CPU and BDO. The JPACE's lighter weight and less bulky design materials significantly reduce aircrew heat stress. It will be a layer system consisting of an undergarment and a protective outer shell. The Joint Service Aircrew Mask (JSAM) will replace the M-45 protective mask. Crewmembers will be capable of donning the protective mask in flight without removing the flight helmet.

The CSEL is the Army's next generation survival radio. CSEL includes a GPS. More importantly, it includes the capability to broadcast the downed crewmembers, exact location to a centralized search and rescue facility. This facilitates crewmember pickup to occur in a rescue aircraft's first pass instead of loitering in an area trying to locate the downed crewmember.

Air Warrior — The Aviation Warfighter in the Far Term

Air Warrior will continue to develop and integrate technologies, keeping pace with aircraft development efforts and the Army's transformation. A fully compliant MIHDS and the Virtual Cockpit Optimization Program (VCOP) will be integrated in the 2010 timeframe. The fully compliant MIHDS will integrate head protection, communications, laser eye protection, night display and chemical protection. The result will be an optimized system that is lighter and provides unprecedented night-vision displays while protecting crewmembers in all battlefield environments. The VCOP integrates independently developed, advanced technologies into a single system that will spin off as Air Warrior development efforts.

Conclusion

Prior to Air Warrior, our efforts had not focused on the aircrew as a total system. We did not develop the aircrew systems at the same pace as our aircraft programs. The result is an emerging performance gap, a gap in which the limiting factor is not our aircraft, but our crewmembers. Near-, mid- and far-term Air Warrior systems are key ingredients in closing this gap. Whether developing an Air Warrior ensemble or supporting one piece of ALSE, the ACIS team is answering the aviation warfighter challenges of today and tomorrow by developing responsive, deployable, agile, versatile, lethal, survivable and sustainable aircrew systems.

❖❖

MG Joseph L. Bergantz is the PEO Aviation and LTC Thomas H. Bryant is the PM Air Crew Integrated Systems.

ALE: 21st-Century Training at USAALS

By Alan Gott

The U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va., is responsible for supporting training, education and qualification of Army aviation maintenance personnel. This responsibility includes researching, defining and demonstrating innovative and forward-looking education and training concepts for improving the performance of those personnel. New technologies, advanced educational methodologies and evaluations are becoming available that have the potential for revolutionizing aviation maintenance education and training. USAALS is always seeking the optimal use of available technologies, educational methods and evaluations to realize the most effective and efficient training for our aviation maintainers.

USAALS students learn best through tasks, projects and assessments that integrate information across subject matter. The students we train today are comfortable using technology-based tools, resources and methods for learning. Because no one media or method dominates, one of several media can be designed to match the learning goal. One of the most effective media is virtual reality (VR).

In August 1998 USAALS and representatives of the AH-64D Program Manager's Office requested a capabilities briefing from the Research Triangle Institute in Raleigh-Durham, N.C. The institute has developed advanced, computer based training systems that combine interactive courseware with VR models to teach maintenance and operator missions, support and ancillary training skills, and educational programs.

The briefing was impressive, to say the least. It was determined that a study was appropriate to explore the possibilities of leveraging advanced technologies like VR to assist in training AH-64D maintainers. The Research Triangle Institute was asked to conduct research and to develop a technology-transfer master plan for education and training at USAALS. The purpose of the master plan was to ensure that available technologies, education methods and evaluations were considered by USAALS in training AH-64D maintainers. The research was also intended to determine if available and projected resources were sufficient to meet the Army's training requirements for the AH-64D. The goal was to realize the most effective and efficient training for Longbow maintainers.

After several months of research the final report was delivered to the school and Program Managers Office on March 30, 1999. The research concluded that the planned training resources (i.e., devices and multimedia instruction) did not adequately support the student loads in the Army Training Requirements and Resource System. In fact, in order for the school to train its projected student loads it would take the 22 programmed devices plus 17 additional devices to meet the load requirement in fiscal year 2003 on two shifts of training. Three-shift training was considered, but still could not meet

New technologies, advanced educational methodologies and evaluations are becoming available that have the potential for revolutionizing aviation maintenance education and training.

the load requirements in FY03 without the proposed mix and number of devices. Several alternatives were examined. The recommended approach was the adoption of an integrated advanced learning environment (ALE) similar to the one being used for the M1A2 tank at Fort Knox, Ky.

The ALE concept for the AH-64D would integrate existing and programmed Longbow training facilities, devices and material with VR maintenance-training simulators, part-task trainers, electronic classrooms for the VR trainers and a resource center that links all classrooms to a single location. By shifting a portion of the training events from the aircraft devices to VR simulations running on commercially available workstations, significant cost savings would be possible. The student load requirements could be met without an increase of additional devices or the addition of a third shift. The VR maintenance training simulators would allow the student to acquire, practice and validate knowledge and cognitive skills in a virtual environment before moving on to practice cognitive and psychomotor skills on the actual hardware device. This would produce a significant reduction in the wear and tear on the hardware device, and also give the school a greater flexibility in the scheduling of devices.

The establishment of an ALE at USAALS would provide effective learning at a fraction of the cost of live training, as well as offering improved use of training resources, increased student throughput, better instructor support and easy-to-update materials. The ALE would also be used as an application server from one central location to satellite environments to support distance learning.

VR simulation provides USAALS students with a more instructive environment than the traditional modes of instruction. VR is usually conducted in a computer environment similar to the computer-based training already conducted in the school. Unlike standard computer-based training, VR engages the soldier in detailed manipulation of the task. By immersing the soldier in the task to be performed, the student stays focused, challenged and motivated. Accurate computer modeling enables VR to include applications as close to real world as possible.

VR in itself is not the solution to all our training problems. However, when combined with the other components of the ALE (i.e. devices, resource center and classrooms) it becomes a very powerful tool for learning.

The USAALS and the AH-64D PMO are working diligently to incorporate into the AH-64D maintainer courses as much of the ALE as economically possible. As a team we are committed to providing AH-64 technicians with the best training possible. The potential for revolutionizing education and training in the branch is available to us now.

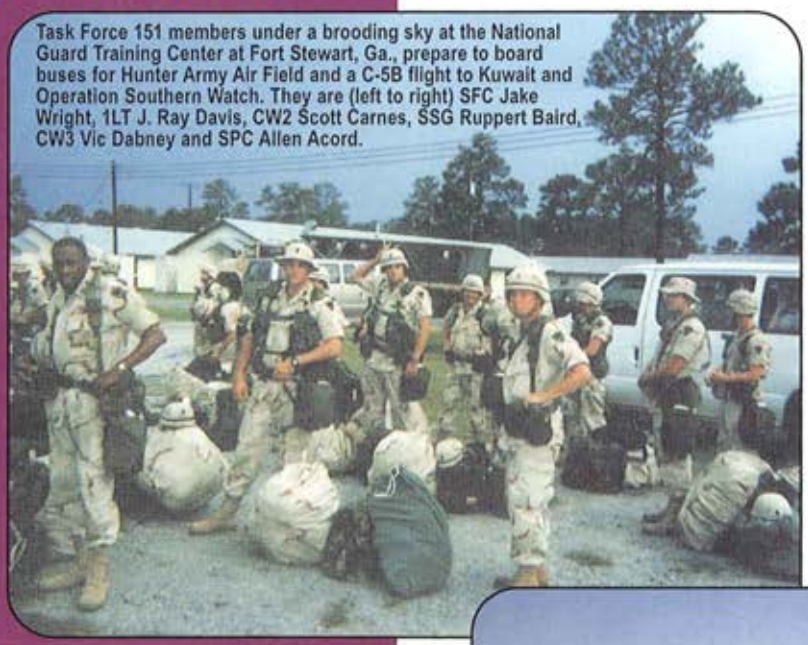
❖❖

Mr. Alan Gott is the training device manager for the U.S. Army Aviation Logistics School at Fort Eustis, Va.

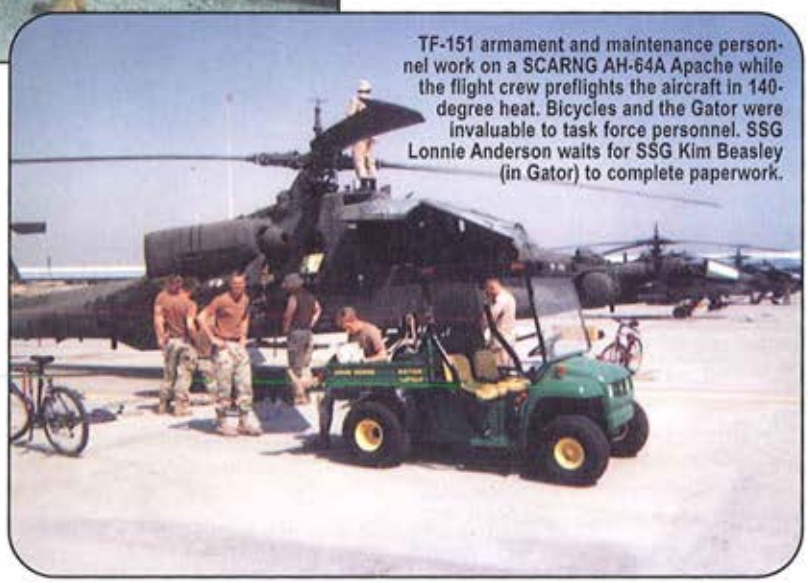
Task Force 151

By SSG Ruppert Baird

In January 1999 the South Carolina Army National Guard's (SCARNG) 1st Battalion, 151st Aviation Regiment, was alerted that it was to become the nucleus of an aviation task force that would deploy to Kuwait to support Operation Southern Watch (OSW). After replacing TF 1-101 Avn., which would rotate back to Fort Campbell, Ky., after six months in Kuwait, TF-151 would also conduct training and support missions for the Combined Joint Task Force — Kuwait (CJTF-K) and the U.S. Army Central Command — Kuwait (ARCENT-KU).



Task Force 151 members under a brooding sky at the National Guard Training Center at Fort Stewart, Ga., prepare to board buses for Hunter Army Air Field and a C-5B flight to Kuwait and Operation Southern Watch. They are (left to right) SFC Jake Wright, 1LT J. Ray Davis, CW2 Scott Carnes, SSG Ruppert Baird, CW3 Vic Dabney and SPC Allen Acord.



TF-151 armament and maintenance personnel work on a SCARNG AH-64A Apache while the flight crew preflights the aircraft in 140-degree heat. Bicycles and the Gator were invaluable to task force personnel. SSG Lonnie Anderson waits for SSG Kim Beasley (in Gator) to complete paperwork.

The 1st Bn., 151st Avn., would contribute AH-64A Apaches and the majority of personnel to the force, with the Mississippi Army National Guard's 1st Bn., 185th Avn., providing MH-60As and crews. Air traffic control would be provided by Company G, 147th Avn. Bn., from Minnesota. Additionally, New Hampshire provided TF-151 with its FSO, while personnel from Washington state (an MH-60 maintenance supervisor) and Arizona (two air traffic services soldiers) filled out the roster.

Planning

Planning for the TF's deployment to Kuwait began even before the official notification, with personnel and equipment identified for deployment and other personnel tagged for replacements, if required. In a few cases, replacement personnel were called up due to family emergencies, temporary profiles and the like. Mostly, civilian employers gave excellent support to their National Guard troops, in at least one case extending full pay and benefits for the duration of the deployment. The task force commander encouraged TF-151 personnel to nominate their employers and supervisors for Employer Support of the Guard and Reserve's (ESGR) awards program, which most did.

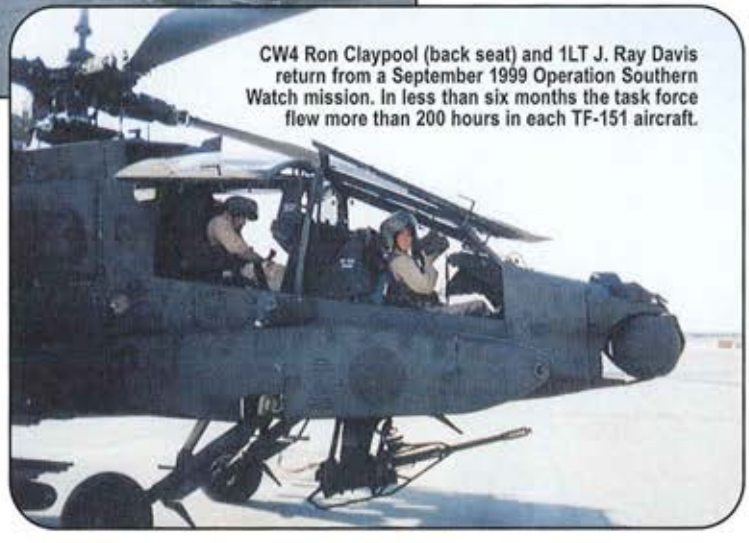
Training and validation for the Mississippi and South Carolina contingents and the one New Hampshire FSO were conducted during a soggy annual training (AT) at Fort Stewart, Ga., from June 16 to 31, 1999, with Federal mobilization on July 1, 1999. Minnesota's ATS and attached Arizona personnel conducted AT at Fort Rucker, Ala. Although the 3rd Infantry Division voiced concerns,

Deployment

The Task Force deployed from Hunter Army Airfield, Ga. After an overnight stop at Naval Air Station Rota, Spain, the task force deployed to Kuwait

Upon arrival in Kuwait, task force personnel unloaded their Apaches, Black Hawks and vehicles from the C-5Bs in the darkness of Kuwait City's Abdullah al-Mubarak Air

Record winds and rain brought near disaster to the task force in October 1999, when moorings gave way and sun shelters pulled away from anchors, damaging some aircraft. Here an MH-60A lays over after a shelter lifted it on its side. The newly-constructed hangar was also damaged in the storm.



CW4 Ron Claypool (back seat) and 1LT J. Ray Davis return from a September 1999 Operation Southern Watch mission. In less than six months the task force flew more than 200 hours in each TF-151 aircraft.

TF-151 commander LTC David A. Anderson authorized passes for task force personnel over the long Independence Day weekend. SCARNG volunteers manned the TF area during the holiday, performing guard and CQ duties, while most personnel enjoyed their last holiday with family and friends for many months. Anderson's faith in his soldiers was rewarded when all personnel returned safely and on time, with no incidents occurring over the holiday.

The next three weeks were filled with briefings, medical exams, shots, record checks and the like. The disparate personnel and units meshed well and activities went smoothly. The only real negative was realized later in Kuwait when it was found that much of the cultural and other information briefed to the task force was inaccurate or totally wrong. This turned out to BE only a minor problem for TF-151 personnel, who quickly adapted to Kuwait's rather liberal Muslim society. The greatest hardship for many was the Kuwaiti laws prohibiting alcohol!

Base. The lights of Kuwait International Airport blazed from the other end of the runway. By 0430, most of the soldiers were on the road to Camp Doha, relieving Task Force 1-101 Avn., and the C-5Bs were gone by sunrise. Camp Doha would be TF-151's home for the next six months.

Camp Doha is the home of ARCENT-KU. A former warehouse complex, the facility was built to support the small port immediately outside the compound walls. Since 1991 the Kuwait Ministry of Defense (MOD) has leased it for the use of U.S. forces. It has grown to a fully functioning post and many of its warehouses have been converted into offices, billets, an infirmary, recreational facilities and an exchange. The numerous paved lots are being utilized for many other functions (motor pools, etc.), by personnel from four U.S. armed services, the Kuwaiti MOD and Ministry of Interior, and Australian, New Zealand and British units.

Operations

Within a week of its arrival TF-151 was engaged in orientation flights. Missions came fast and furious, and the plan to fly 104 hours on each AH-64 over six months was quickly crushed. In the end, the Apaches flew an average of more than 200 hours per airframe over the six-month rotation, with the Black Hawk fleet flying an equally intense schedule. Mississippi's MH-60s flew every day of the deployment, weather permitting, including Thanksgiving, Christmas Day, New Year's and all the way up till the day of departure. This was accomplished despite ASAM's that grounded the Apache fleet three times, and a storm which saw record winds of more than 80 mph damage two Apaches and two Black Hawks. In all cases, the aircraft were repaired and flying within days.

Special precautions were taken during New Year's Eve, when special Y2K checks were made on TF-151 computers and laptops through the

night. There were no glitches and operations continued without let-up.

Airspace in the Gulf region is strictly controlled. Kuwait's airspace — which covers an area smaller than New Jersey and which is surrounded on three sides by restricted airspace — is filled with Kuwaiti, American and British military aircraft of all sizes and descriptions, as well as by many commercial aircraft. Minnesota's ATS stood up to the challenge and manned towers at Camp Doha and alongside KAF and RAF personnel at Ali Al-Selim Air Base. The one disappointment was the GCA radar at the latter, which failed to function despite the best efforts of the Minnesota ATS personnel.

Ranges are small and generally along the 10-km no-fly zone on the Kuwait-Iraq DMZ along the border. Nonetheless, four live-fire exercises were flown, including a JAAT with USAF A-10s and RAF Tornadoes. The task force broke new ground with the RAF when Tornadoes used laser targeting for the Apaches' Hellfires, and the Apaches targeted for the Tornadoes' laser-guided 2,000-pound bombs. Live-fire and assault exercises were conducted with Army special forces troops and Navy SEALs. Additionally, joint exercises with U.S. Navy SH-60 units were also conducted from the confines of the Camp Doha helipad. VIP missions were also handled by the Mississippians and their Black Hawks.

Aeromedical evacuation was carried out by active Army units based at Camp Doha, and cooperation among the active and National Guard units and contractors Sikorsky and Raytheon was excellent.

The Legacy

The soldiers of TF-151 left a myriad of accomplishments behind them when they left Kuwait to return to their homes. They established new safety standards for Camp Doha's helipad, helping to train the camp's Bangladeshi-contractor and Kuwait army firefighters in helicopter rescue and egress. An FOD control program was initiated and fully in place upon redeployment. Aviation-specific fire prevention and control programs were initiated and refined. An Armament Shop and a fully stocked and functional Aviation Life Support Equipment (ALSE) Shop were begun and prepared for use by follow-on units. And, finally, separate helipad and ALSE SOP's were written for use by Camp Doha.

The Army National Guard soldiers of TF-151 can proudly say that they kept Saddam Hussein at bay during Operation Southern Watch. They set new standards for excellence for Army aviation in southwest Asia and have left a legacy for others to strive toward. They are a credit to Army aviation, their individual states and the Army National Guard, and certainly no one can question the resolve, ability and professionalism of the task force's citizen-soldiers.

❖❖

SSG Ruppert Baird is a member of the South Carolina Army National Guard and served with Task Force 151 Aviation.

Co$t Effective and Relevant: Fly Army OSAA

CPT Fred Chesbro

For decades the Army and its esteemed reputation for rotary-wing operations have been so closely linked that few would conjure up images of fixed-wing passenger-carrying airplanes when considering the current state of Army aviation and the reserve component. It came as no shock to the crew of an Army C-12 recently when they overheard a MILAIR passenger comment, "I didn't even know the Army still had airplanes."

Although the total number of aircraft in the Army's fixed-wing fleet has decreased over the past several years, make no mistake: The Army is still very much in the fixed-wing business. The current Army fixed-wing mission profile spans a diverse range, from performing intelligence gathering and dissemination within the military intelligence community, to delivering much-needed humanitarian relief, in addition to providing paradrop and deployment training for special-operations units. The bulk of the Army's fixed-wing fleet, however, is comprised of operational support airlift (OSA) aircraft whose designated mission is to provide timely air movement of Department of Defense (DOD) passengers and cargo.

Davison Army Airfield at Fort Belvoir, Va., is home to the headquarters of the U.S. Army Operational Support Airlift Agency (OSAA). OSAA is a Department of the Army field operating activity under the National Guard Bureau that provides management, oversight and execution of the Army's continetal United States (CONUS) OSA program (including Hawaii, Alaska, Puerto Rico and the Virgin Islands). OSAA is also the Army National Guard's proponent agency for fixed-wing policy, procedures and resourcing.

Every day OSAA flies official DOD business travelers, subject to priority and cost-saving criteria. Mission requests are routed electronically from installation and state validators to the agency's Quality Assurance Branch and passed to the U.S. Transportation Command's Joint Operational Support Airlift Center (JOSAC) for DOD centralized scheduling. Additionally, OSAA is tasked to provide training and seasoning of fixed-wing aviators, while providing a CONUS rotation base for active component pilots and timely airlift for contingency operations and exercise support.

Activated in 1995, the Agency achieved immediate prominence as one of the Army's first multi-component operational units, having merged assets and personnel from the active and reserve components. OSAA leaders pride themselves on serving at the cutting edge of AC/RC integration while proving the viability of the entire Army operational mission support on a daily basis.

In order to provide the best mix of airlift support to DOD elements distributed throughout OSAA's area of operations, the Army maintains a unique organizational structure and considerable network of assets in vastly dispersed locations. Specifically, OSAA is positioned in 77 CONUS and OCONUS locations; there are 53 individual State Flight Detachments; three CONUS Regional Flight Centers (RFCs) at Fort Belvoir, Virginia, Fort Hood, Texas, and Fort Lewis, Wash.; three OCONUS RFCs in Alaska, Hawaii and Puerto Rico; the U.S. Army Priority Air Transport Detachment (USAPAT) at Andrews Airforce Base, Md.; the Fixed Wing Army National Guard Aviation Training Site (FWAATS) in Bridgeport, W.V.; and has theater aviation companies with aircraft in 19 locations.

The aircraft also vary considerably. Airplanes current-

ly in the inventory include the C-12, C-23 and C-26 turboprops, and the C-20, UC-35 and C-37 turbojets. For optimum multi-component efficiency, even the designed mix of pilots varies greatly and includes traditional Guards members, state and federal level Active Guard and Reserve (AGR) officers, and active-component aviators. It is precisely this unusual diversity of personnel and assets that allows the Army to leverage AC/RC efficiency while ensuring OSAA's wartime readiness and the execution of its peacetime mission.

The Army is still very much in the fixed-wing business. In fiscal year 99 alone, OSAA flew 53,948 hours, supported 87,590 passengers and transported 1,105,857 pounds of cargo in direct support of Department of Defense missions. Beneficiaries of this successful mission execution include both the DOD and the U.S. taxpayer: Last year's aviation service provided added cost avoidance totaling more than $40 million in commercial transportation expense. As we approach the end of this fiscal year, it looks to be another banner year for flying-hour execution. Operational Tempo (OPTEMPO) data for the months of May and June represent the two highest single-month executions in the agency's history.

In a recent interview, OSAA commander COL Arthur J. Sosa identified a number of opportunities and challenges presently facing the Army's multi-component fixed-wing community. He stressed that "sustainment of the fleet and the retention of qualified personnel are among the major challenges for OSAA. All Army fixed-wing aircraft, for example, are maintained by civilian contract maintenance as an outsourcing initiative, not unlike prime vendor support. Annual inflation and the requirements of aging aircraft stress the Army budget each year to sustain the fleet for wartime requirements.

"CONUS and OCONUS opportunities will continue to expand for OSAA since we have proven these aircraft, their crews and our civilian contract maintenance teams are fully self deployable," he added. "There are Army fixed-wing aircraft supporting every single theater of operations today. Every hot spot in the world invariably generates requests for fixed-wing support. Every fixed-wing airplane flown saves valuable rotary-wing blade hours as well as travel time for senior leaders. Additionally, our self-deployability and diplomatic paint schemes allow us to have the desired low-visibility footprint necessary for certain high-impact missions. As a result, we will see continued opportunity for OSAA as it provides airlift services here at home as well as in remote and often demanding environments around the world."

As the Army continues to harness OSAA's multi-component efficiency and as OSAA continues to provide safe, reliable aviation service, the role of reserve component fixed-wing aviation is proof positive of the Army's "One Team, One Fight, One Future" concept.

To fly OSAA for official business, travelers must complete a DD Form 2768 and submit it to their authorizing official, who will then send a request to a designated installation validator for processing. For a state-by-state listing of validator phone numbers see **http://160.147.9.92/s3/pa/Regvalid.htm** or call (703) 806-7087 or (DSN) 656-7087. If you have any travel questions, please call the OSAA Quality Assurance Branch at (703) 806-7079 or (DSN) 656-7079.

Fly Army, Fly OSAA.

❖❖

CPT Fred Chesbro is a member of the Maine Army National Guard and is the OSAA executive officer at Fort Belvoir, Va.

COMANCHE
Helmet Integrated Display Sight System

By LTC Deborah J. Chase

The Comanche Helmet Integrated Display Sight System (HIDSS) is the result of a collaborative effort to develop a state-of-the-art pilot interface to the aircraft's leading-edge technology sensor suite. The use of active matrix liquid crystal displays (AMLCD) is one of the most noteworthy elements that sets the HIDSS apart from legacy helmet-mounted display systems.

The original HIDSS design included cathode ray tube (CRT) displays mounted on a custom-built, pilot-retained unit. The HIDSS integrated process team determined that the CRT image display source was an unacceptable solution due to several significant safety issues related to weight and center of gravity, as well as a demand for high voltage at the pilot's head. Also, there was not a stable, long-term source for production of the CRTs. Based on the technologies available at the time, the HIDSS integrated process team decided to pursue AMLCD displays for the Comanche engineering and manufacturing development (EMD) solution.

The HIDSS is an integrated, wide field-of-view, binocular display for the pilotage and targeting imagery from the forward-looking infrared (FLIR) and day TV sensors, superimposed with appropriate symbology to aide the aviator. While the Comanche is a joint venture between Boeing Helicopter and Sikorsky Aircraft, the work split between the two companies made Sikorsky the HIDSS prime contractor.

The HIDSS consists of a modular helmet display unit (HDU), a HIDSS enhanced display electronics unit (EDEU) and a helmet tracker unit (HTU). All critical optical and display components are contained in the "snap-on" aircraft retained unit (ARU). The pilot leaves the aircraft with only an HGU-56P helmet with retention hardware (the pilot-retained unit). All the electronics stay in the aircraft. Kaiser Electronics is the principal subcontractor responsible for developing the drive electronics and then integrating the electronics, the government-furnished helmet, KOPIN Corporation AMLCDs and Polhemus head tracker.

The ARU is the primary pilot-vehicle interface for the sensor suite providing both physical and virtual links between the crewmember and the aircraft. The ARU contains all of the optical and electrical components necessary to present a binocular image to the pilot. It uses a rigid optical design with a precision interface arm that structurally connects the relay optics and image combiner or eyepiece. The interface guarantees alignment and eliminates uncontrollable distortion and pointing errors inherent with off-the-visor designs. The optical configuration consists of two individually retractable combiners that each provide a stand-alone capability for a 30 degree by 41 degree field of view. When used together, the combiners provide a 30 degree by 52 degree field of view with 30 degrees of overlap. The overlap region is large enough to eliminate specific visual artifacts that were characteristic of the CRT design with a smaller overlap.

The image sources in the ARU are two 1280 by 1024 AMLCDs. These two displays were key to achieving a design that is compliant with weight and center-of-gravity requirements while also resolving the issue of high levels of electrical power at the pilot's head. The EMD HIDSS has a headborne weight of four pounds and falls well within the U.S. Army Aeromedical Laboratory's guidelines for center of gravity. Comparatively, the Demonstration/Validation (DEM/VAL) HIDSS with CRTs had a headborne weight of approximately five pounds and had an unacceptable center of gravity. The AMLCD design also reduced the amount of electrical power in the region

***HIDSS** cont'd. on page 33* ☞

The Army's ATC Revolution

By Arturo M. Medellin, LTC Cory Mahanna and Raymond J. Connolly

Breaking the mold of taking a decade or more to acquire and introduce a new system into the Army inventory, the Office of the Product Manager for Air Traffic Control Systems (PM ATC), fielded the first Tactical Airspace Integration System (TAIS) in September. This event occurred only five years after approval of the Operational Requirement Document and less than four years after the start of the program.

In an ongoing effort that was initiated with the creation of the PM ATC Office in 1990, the PM ATC has once again delivered a much-needed system to the Army in a truly streamlined acquisition effort. The modernization of the rapidly obsolescing inventory of tactical air traffic control (ATC) systems has not been an evolutionary process, but a revolutionary one. Using a strategy of exploiting off-the-shelf technologies, hardware and software — both commercial and military — the PM ATC is developing and fielding new systems at a pace not normally seen in the business of acquiring new military hardware. Starting with the fielding of the Tactical Terminal Control System (TTCS) between 1996 and 1999, the TAIS will be the second major system to be fielded by the PM ATC.

Following close on the heels of the TAIS program, the PM ATC expects to continue the modernization process by fielding the Air Traffic Navigation, Integration and Coordination System (ATNAVICS) — a tactical precision approach radar system — in 2001 and the Mobile Tower System (MOTS) and Mobile Expeditionary Accurate Night Vision Compatible, Portable Airfield Lighting System (MEANPALS) in 2002.

The newest addition to the inventory of tactical ATC systems, the TAIS will replace the AN/TSC-61B Flight Control Central that was procured more than 30 years ago. The 61B - a tactical ATC system used to monitor the activities of aircraft operating in the Army's area of operations, is equipped only with a suite of voice radios and has no capability to exchange information digitally on the emerging "digital battlefield." The 16B's inability to effectively and efficiently manage the use of airspace while minimizing "fratricide" was a significant deficiency identified and documented during Operations Desert Shield and Desert Storm in the early 1990s. In response to this Army need to be better able to manage the airspace over future battlefields, the Army approved the requirement for the TAIS in July 1995 and tasked the PM ATC to acquire the TAIS.

In 1996 the Army decided that the TAIS needed to be a part of the First Digitized Division (FDD) and that it needed to participate in the Division XXI Advanced

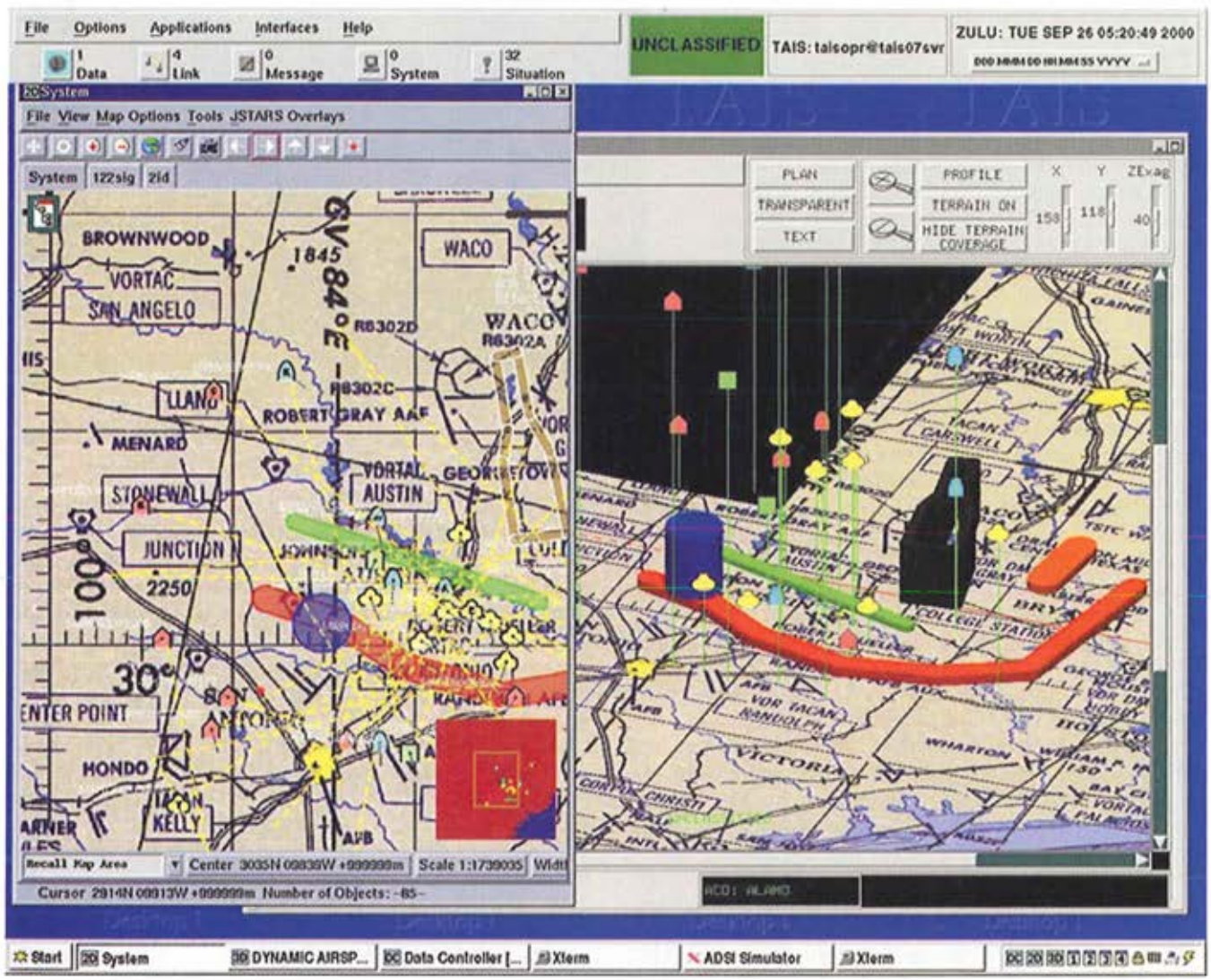
Warfighting Experiment (DAWE) at Fort Hood, Texas.

A contract to build a production-representative TAIS for the DAWE was signed with Motorola in January 1997 — this system was delivered to Fort Hood within six months and successfully participated in the DAWE in November 1997. During the DAWE many improvements in how the TAIS must function were identified by the soldier-operators for inclusion in the TAIS software and hardware designs. The inclusion of soldiers in the TAIS design process has been a principal factor in the design of the TAIS and is credited for the enthusiastic reception of the system by the tactical ATC community.

A contract to build a production-representative TAIS for the DAWE was signed with Motorola in January 1997

In October 1998 a General Officer Steering Committee (GOSC) directed that the TAIS be acknowledged as the Army's digitized system to support the Army Airspace Command and Control (A2C2) mission. Shortly thereafter, in January 1999, the Army officially recognized the TAIS as a principle component of the Army Battle Command System (ABCS). The ABCS is a system of "digital" command-and-control (C2) systems designed to allow the Army to rapidly exchange battlefield information horizontally and vertically throughout the chain of command — providing commanders with information and "situational awareness" with which to make decisions that will permit the Army to dominate the battlefield.

Since its acceptance as an ABCS, the TAIS has been an active participant in the testing and development of the ABCS software architecture; the PM ATC and Motorola have several personnel assigned to the Central Testing and Support Facility (CTSF) at Fort Hood to ensure that the TAIS is fully interoperable in the ABCS environment.



To further refine the TAIS's functionality, the system also participated in the joint task force exercise Purple Dragon 98 at Fort Bragg, N.C., and a 101st Airborne Division Army Warfighter Exercise at Fort Campbell, Ky. The TAIS was also a participant in several high-level demonstrations of the ABCS throughout the United States.

The current contract with Motorola for the production of the TAIS was signed in February 1999. The TAIS is being produced and managed by Motorola in Huntsville, Ala. — software development is being accomplished at the Motorola facility in Scottsdale, Ariz. As the prime contractor, Motorola has three principal subcontractors: Raytheon in Falls Church, Va., is providing software development support; Advanced Programming Concepts in Austin, Texas, is providing a major subcomponent, the Air Defense System Integrator (ADSI); and Dynetics in Huntsville is providing logistics support and system training.

The TAIS started testing last winter, with testing being conducted at Redstone Arsenal, Ala., and at Aberdeen Proving Grounds, Md. In conjunction with the testing, Motorola also trained unit operators and maintainers during April and May of this year.

The TAIS underwent final acceptance testing the week of Aug. 7 and the government officially accepted TAIS Number 1 on Aug. 10. After the acceptance, the system was packed and shipped to Fort Hood.

The first TAIS was officially transferred to Company F, 1st Battalion, 58th Aviation Regiment, an air traffic services unit, on Sept. 27, in time to meet original system delivery date for the FDD of Sept. 30.

Following acceptance of the TAIS, Co. F will continue to train on the system and will participate in preparation events for the Digital Capstone Exercise (DCX) — the culmination of events proving the effectiveness of digitizing the Army. The DCX is scheduled to take place at the National Training Center at Fort Irwin, Calif., during March and April of 2001.

The second TAIS was scheduled for government acceptance in November and is bound for Co. A, 1st Bn., 58th Avn. Regt. at Fort Bragg in December. Training at Fort Bragg will start in January and the PM ATC will officially deliver the system in February.

Additional systems will continue to be fielded to ATS companies at division, corps and echelon-above-corps locations worldwide over the next several years.

The close working relationship among the PM ATC, the contractor team and the soldier-operators has simplified the TAIS acquisition process and can be credited for the success of the program. The PM ATC intends to continue this strategy of working closely with soldiers and contractors to ensure the successful fielding of future tactical ATC systems.

❖❖

Arturo M. Medellin is Assistant Product Manager, Air Traffic Control Systems (TAIS), at the U.S. Army Aviation and Missile Command, Redstone Arsenal, Ala. LTC Cory Mahanna is Product Manager, Air Traffic Control Product Office and Raymond J. Connolly works for Assurance Technology Corporation in Huntsville, Ala.

***HIDSS** cont'd. from page 30*

of the pilot's head from approximately 13.5kv required by the CRTs to only 5v.

AMLCDs typically have slower response times than CRTs. In addition, achieving the luminance required to read symbology in daylight has historically been a challenge. However, during the period leading to the Comanche EMD decision the HIDSS IPT successfully overcame these challenges. The HIDSS design achieved response times that are comparable with CRTs and well within the range necessary to eliminate image smear and retention. Further, its LED backlight assembly addressed the day-viewing requirement with a compact, ultra-high luminance (21,000-foot lambert) backlight solution.

The EDEU is a Pentium-based processor that receives incoming video from the sensor suite, digitally processes and overlays the video signals, and performs helmet tracking and input/output (I/O) control functions. The EDEU has a flexible architecture to accommodate future growth and display-technology insertion. A fiber optic data bus increases speed and reduces latency. At the core of the EDEU is a patented, real-time image-warping engine (iWARP) that performs dynamic scaling and warping of high-resolution video data.

Dynamic image warping is an essential element that allows use of AMLCDs as the image source. The AMLCDs are digital, pixilated displays. In comparison to analog displays such as CRTs, which can position the image beam anywhere within the active display area, a pixilated display can only position a pixel where a physical pixel exists within a given matrix. This creates a limitation in terms of the ability to accurately compensate for optical distortion generated by headborne relay optics. The inability to resolve this distortion is the reason that other programs selected CRTs as the display medium. The HIDSS iWARP solution solves the problem in real time while also providing dynamic head-roll compensation of FLIR video and symbology.

The efforts of the HIDSS IPT leading to the Comanche EMD milestone decision last April provided state-of-the-art technology that is compatible with the aircraft's advanced sensor suite. It resolved several safety issues related to the earlier HIDSS design. The HIDSS IPT will continue its efforts in the near term with a manufacturing technology improvement program focused on improving processes that will reduce the production cost of the AMLCD; a top cost driver for the HIDSS. The HIDSS will be ready for its first flight on the Comanche in November 2002.

❖❖

LTC Deborah Chase is the Product Manager, Comanche Crew Support Systems, in the Comanche Program Office, Huntsville, Ala.

AAAA Honors Excellence in Materiel Readiness

The recipients of AAAA's Materiel Readiness Awards will be recognized at the 27th AAAA Joseph P. Cribbins Product Support Symposium, sponsored by the AAAA Tennessee Valley Chapter, February 21-23, in Huntsville, Ala.

Outstanding Aviation Logistics Support Unit of the Year

The Katterbach, Germany-based 601st Division Aviation Support Battalion has been named AAAA's Outstanding Aviation Logistics Support Unit of the Year for 2000.

The 425-member unit is assigned to the Div. Sprt. Command, 1st Infantry Div., and is tasked with providing aviation intermediate maintenance, direct support ground maintenance and supply support to the 4th Brigade Combat Team and 1st Squadron, 4th Cavalry. The unit has also supported such other organizations as V Corps' 11th Avn. Regiment, a detachment from the United Arab Emirates and a variety of combat service support units. In all, the battalion regularly supports 74 aircraft and 4,700 pieces of ground equipment.

During the award period the 601st supported units in Katterbach, Schweinfurt, Putlos, Ramstein, Grafenwöhr Training Area and the Combat Maneuver Training Center at Hohenfels. The 601st also undertook eight major training exercises in support of the 4th Bde. And 1-4 Cav., as well as two division deployments and five supported unit field training exercises. In addition, the battalion was active in both Macedonia and Kosovo.

The 601st Div. Avn. Sprt. Bn. has excelled in providing world-class support to units throughout Europe. It has overcome a variety of challenges — from personnel shortages to high operational tempo to widely separated operational areas. The unparalleled success the unit has achieved through the full spectrum of real-world and training operations attests to the dedication, professionalism and commitment to excellence of its great leaders and soldiers.

Outstanding Individual Contribution to Materiel Readiness

Mr. Robert Eckel, the Raytheon Company's vice president for domestic air traffic control, has been tapped as AAAA's outstanding individual contributor.

A longtime leader in the fields of advanced integrated systems, embedded systems, sensors, electronic components and seekers, Eckel is currently responsible for the performance of all of Raytheon's air-traffic control programs for the Department of Defense and the Federal Aviation Administration. He is also tasked with managing their associated business and product development, as well as handling research and development activities with a combined annual managed value of $350 million.

Eckel's contributions to Raytheon's AN/TPN-31 Air Traffic Navigation Integration and Coordination System (ATNAVICS), currently being procured by the U.S. Army Aviation and Missile Command, have been especially significant. His efforts directly contributed to Raytheon's December 1999 Milestone III production approval for ATNAVICS, and he successfully managed all additional flight testing of the system at Fort Campbell, Ky. In addition, Eckel successfully completed FAA flight certification and Army flight testing of the AN/FPN-67 Fixed Base Precision Approach Radar at Fort Campbell.

Eckel's individual contributions to the materiel readiness of programs of surpassing importance to the Army have been both significant and widely acknowledged, and his dedication and professionalism will ensure the continuing success of Army ATC operations worldwide.

Contribution by a Major Contractor

Motorola Inc.'s Integrated Information Systems Group (IISG) has won the 2000 Materiel Readiness Contractor of the Year award for its outstanding work as prime contractor for the Tactical Airspace Integration System (TAIS).

The TAIS is a mobile, air-space management system that provides combined air-ground battlespace management based on joint service inputs. Mounted on two Humvees, the self-contained system receives the recognized air picture from numerous military and civilian data communication links, and provides the operator with three-dimensional, near real-time, air-ground situational awareness. As prime contractor, Motorola is responsible for the design, fabrication, integration, training and field support of the system.

Motorola began developing the TAIS in 1996 under contract to the Army's Program Manager for Air Traffic Control (PM-ATC). A prototype system was successfully developed within four months of the contract award, and it continued to evolve for the next two years. In January 1999 Motorola received a U.S. Army Aviation and Missile Command (AMCOM) contract to produce and deliver the first three TAIS production systems, the first of which was delivered to the 4th Infantry Division at Fort Hood, Texas, in July 2000. In November 2000 Motorola received an AMCOM contract to produce an additional 38 TAIS systems.

Motorola's knowledge of the operational mission, corporate commitment to the TAIS program and teamwork ethic have ensured that the TAIS contains the inherent functionality, reliability and flexibility to successfully execute the Army aviation mission.

Materiel Readiness Team Award

The 2000 recipient of AAAA's Materiel Readiness Award for an Industry Team, Group or Special Unit is DynCorp's Fort Hood Support Division (FHSD).

The organization's 420 employees provide a range of vital services, including aircraft maintenance, Central Issue Facility and aviation logistics support to III Corps and Fort Hood. The FHSD also provides military personnel training, aviation maintenance and ground equipment maintenance support to the 21st Cavalry Brigade and units training on the AH-64D Apache Longbow, as well as providing aviation maintenance support for an Army Reserve unit in Conroe, Texas.

During the nomination period DynCorp completed more than 9,200 work orders in support of III Corps units, thereby greatly enhancing the corps' mission readiness, and was instrumental in helping units achieve their flying-hour goals. The FHSD was also able to demonstrate its ability to respond to extraordinary requirements by successfully recovering 16 downed aircraft. Moreover, the FHSD generated millions of dollars in cost avoidance and savings, mostly through its ability to repair components that then did not have to be replaced.

The FHSD's achievements during the nomination period resulted from the outstanding dedication and professionalism of its employees, as well as to their commitment to the ideals and standards that form the soul of Army aviation.

Contribution by a Small Business Organization

This year's winner of the AAAA Small Business Materiel Readiness Award is the Purdy Corp. of Manchester, Conn. The firm was cited for its outstanding support of the Army's effort to procure vital AH-64 spare parts during the recent safety-of-flight grounding of the Apache fleet.

A small, non-union business founded in 1946, Purdy and its 105 employees produce high quality machined parts — primarily engine and drive-train components — for aerospace applications. The firm currently produces transmissions and rotor components, as well as such engine-related items as turbine cases and auxiliary gearboxes, for a variety of helicopter types.

It was Purdy's expertise in these areas that allowed it to provide vital materiel during the Apache grounding. Notified of the fleet-wide grounding in November 1999, the company immediately established an emergency operations center (EOC) staffed by key employees from sales, production control and manufacturing. This team reviewed all in-house inventories of AH-64 spare parts, reallocated assets and began shipping materiel almost immediately. Additional shifts were added to improve production schedules, and retired employees were called back to work to help alleviate bottlenecks caused by the accelerated production schedules.

Purdy's quick and professional response to the Apache grounding, ongoing dedication to innovation and relentlessly aggressive approach to problem solving have made it a key component of the Army's successful materiel readiness strategy.

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

Cohort YG 82/83 Career Field Designation Results

The Department of the Army Personnel Command released the CFD board results for cohort year groups 1982 and 1983 on 12 December 00. The following list contained the results for Active Army Competitive category Aviation branch officers for both year groups. CFD information is listed below.

NAME	CFD Result
Alexander David R●	OPCF AV
Anest Peri A●	OPCF AV
Angevine John E+	OPCF AV
Arp James W●	OPCF AV
Balish Thomas A	OPCF AV
Ball Arthur T	OPCF AV
Ball Daniel L●	OPCF AV
Ballew Robert S●	OPCF AV
Barros Roger J●	OSCF 48
Baxter Robert M	OPCF AV
Beckmann James P+	OPCF AV
Bianchi John E	OPCF AV
Bird Craig H●	IOCF 34
Blackburn David M●	OPCF AV
Blake Harlan H●	OPCF AV
Bowler Lynn N●	OPCF AV
Bowlin Harold C	OPCF AV
Boyer Ricky R	OPCF AV
Braley William W●	OPCF AV
Brehm Leslie M●	ISCF 45
Bricker Paul W+	OPCF AV
Brockman Gregory A●	OPCF AV
Brown Otis L●	OPCF AV
Bullinger James R+	IOCF 46
Burgess Herbert L●	OPCF AV
Buss John C●	OPCF AV
Calhoun Victoria A●	OPCF AV
Campbell Frederick O	OPCF AV
Carlsen Calvin T●	OSCF 48
Carney Steven P●	OPCF AV
Carroll Carolyn A+	OPCF AV
Chapman James R●	OPCF AV
Ciluffo Scott G●	OPCF AV
Clawson Michael N●	OPCF AV
Clymer Peter E●	OPCF AV
Colt Jeffrey N●	OPCF AV
Coyne Eugene F+	OPCF AV
Crea Thomas M	OPCF AV
Crowell Cynthia A●	OPCF AV
Davis Dan J●	OPCF AV
Depuglio Michael P	OPCF AV
Devens Christopher G	ISCF 43
Dixon Michael J	OPCF AV
Drake Timothy E●	OPCF AV
Dunaway Joe D●	OPCF AV
Duncan David E●	OPCF AV
Durham Danny D	OPCF AV
Eberle Joann Y●	OP AV/48
Effinger Robert C●	OPCF AV
Egbert Jerry L●	OPCF AV
Eichelberger Randall S	OPCF AV
Farrington Jessie O●	OPCF AV
Faupel Thomas R●	ISCF 50
Fedors Kurt W	OPCF AV
Ferguson Howard R●	OPCF AV
Fields Charles F	OPCF AV
Finley Henry L●	OPCF AV
Flewelling Raymond T●	OPCF AV
Fox Roy W	OPCF AV
Franks Eldon E●	OPCF AV
Gaddis Willie E●	OPCF AV
Gainey Thomas K●	OPCF AV
Garrison Michael E+	OSCF 48
Gehler Christopher P●	OPCF AV
Genualdi Dennis●	ISCF 52
Georgia Bruce A●	OPCF AV
Gillette Mark W	OSCF 48
Greene Keith D●	OPCF AV
Gregory Michael T	IOCF 30
Guillot Robert C●	OPCF AV
Gutierrez Eduardo●	OPCF AV
Habel Douglas P●	OPCF AV
Hackle Donald L●	OPCF AV
Handal Shucri A	OSCF 48
Hansen John T●	OPCF AV
Hanson Charles K●	ISCF 49
Hardy Charles N	IOCF 40
Harrison John C	OPCF AV
Hayes Karen R	OPCF AV
Hein Robert F●	ISCF 43
High Steve W●	OPCF AV
Hodges John S	ISCF 45
Holley Ross E	OPCF AV
Howden John M●	OPCF AV
Hunter Robert G●	OSCF 48
Ingalls Stephen A●	OPCF AV
James John E●	OPCF AV
Johnson Brett E●	OPCF AV
Joiner Michael A	OPCF AV
Jones Jay R●	OPCF AV
Jones Mark T●	OPCF AV
Jumper Charles A●	IOCF 53
Karaus John H●	OPCF AV
Karr Michael J●	OPCF AV
Kelley Yvette J●	OPCF AV
Kelly George G	OPCF AV
Keogh Michael H●	OPCF AV
Kern Russell J	OSCF 48
Kirkland Benjamin A●	OPCF AV
Klatt Kenneth W●	OPCF AV
Klingele Michael J	OPCF AV
Kodalen Keith C●	OPCF AV
Kuchinski William D●	OPCF AV
Larese William S●	OPCF AV
Lauer James J●	OPCF AV
Layton Daniel J●	OPCF AV
Leary William J	OPCF AV
Linderman Timothy W●	OPCF AV
Lisenbee Donald G●	OPCF AV
Loeffler Andrew T●	OPCF AV
Long David S●	OPCF AV
Ludowese Jeryl C●	ISCF 43
Lynch Robin D+	OPCF AV
Mackin Patrick H●	IOCF 46
Maher Joseph E	OPCF AV
Marye James M+	OPCF AV
Mason Reginald P●	OPCF AV
Mays Timothy C●	OPCF AV
McConnell G S	OPCF AV
McMahon Jeanette M+	ISCF 49
Miller James C	OPCF AV
Modica Daniel G	IOCF 40
Montgomery Robert J	OPCF AV
Mooneyham Paul A	OP AV/48
Moore Bruce●	ISCF 45
Moran David D●	OPCF AV
Morris William H	OPCF AV
Mowery Jeffrey L●	OPCF AV
Murray William E●	OPCF AV
Nelson Eric M●	OPCF AV
Netherland Scott F●	IOCF 40
Ohara Patrick H+	OPCF AV
Owens Calvin J●	OPCF AV
Palmer David A+	OPCF AV
Parks Wayne A●	IOCF 53
Phares David W●	OSCF 48
Philbrick Christopher R●	OPCF AV
Pierce William A●	ISCF 43
Pittman Thurman M●	ISCF 45
Radovich Rory R●	OPCF AV
Rainey Walter P●	OSCF 48
Reed Charles R●	OSCF 48
Reed James M+	OPCF AV
Rice William T	IOCF 34
Richardson James M	OPCF AV
Robinson Mark W●	ISCF 50
Russell Marvin N	OPCF AV
Rutherford Scott D	OP AV/48
Sabb Anthony●	OPCF AV
Sanders Jody S●	OPCF AV
Schrote James D●	OPCF AV
Schurott Louis P●	OPCF AV
Sefren Laurence J	OPCF AV
Selling Brian R	OPCF AV
Sewall Robert D●	OPCF AV
Shaffer Emmett C●	OPCF AV
Shelton Mark L●	ISCF 43
Shepherd Michael D●	IOCF 46
Shifflett Michael T	OPCF AV
Sims Ricky R●	IOCF 46
Smart James A	OPCF AV
Smidt Jonathan J●	OPCF AV
Smith Bruce G●	IOCF 40
Smith Rodney ●	OPCF AV
Souza Mark K●	OPCF AV
Sova Robert J●	OPCF AV
Spencer Michael A●	IOCF 53
Steed Roy D●	OPCF AV
Stewart Daniel S●	OPCF AV
Stewart Michael D	OPCF AV
St Jean Albert C	OPCF AV
Stockhausen Richard C+	OPCF AV
Stuckey Barry L	IOCF 34
Stull Alan M+	OPCF AV
Sumerix Wayde L●	ISCF 49
Sutton Douglas M●	OPCF AV
Teribury Michael J●	ISCF 45
Thoma Brian L●	OPCF AV

Thompson Scott B●	OPCF AV	39 - Psyop And Civil Affairs	Designations By YGs	82	83
Tiongson Glenn D●	ISCF 49	IOCF =Information Operations Career Field	Remain in AV Branch	76	75
Tittle Martin L	OPCF AV	24 - Information Systems Engineering	39	0	0
Torrey Samuel D●	OPCF AV	30 - Information Operations	24	0	0
Trankovich John J●	OPCF AV	34 - Strategic Intelligence	30	1	1
Trouve Christopher A	OPCF AV	40 - Space Operations	34	1	2
Upright James R●	IOCF 30	46 - Public Affairs	40	2	2
Veselicky Frank●	OPCF AV	53 - Information Systems Management	46	1	4
Welch Robert P●	OPCF AV	57 - Simulations Operations	53	1	2
Westfall Thomas F●	OSCF 48	OSCF =Operational Support Career Field	57	0	0
Wild Douglas A	ISCF 43	48 - Foreign Area Officer	48	7	4
Wood Paul J●	OPCF AV	51 - Army Acquisition Corps	51	0	0
Yomant Charles M●	OPCF AV	ISCF =Institutional Support Career Field	43	2	4
Yonts James R●	IOCF 46	43 - Human Resource Management	45	5	0
Yonts Roger D	OPCF AV	45 - Comptroller	49	4	1
Zegler Scott D	OPCF AV	47 - Academy Professor, USMA	50	1	1
		49 - Operations Research/Systems Analysis	52	1	0
● AAAA Member + AAAA Life Member		50 - Force Management	59	0	0
OPCF =Operations Career Field		52 - Nuclear Research And Operations			
AV - Aviation Basic Branch		59 - Strategic Plans And Policy	TOTAL	102	96

ARMY AVIATION BOOK REVIEW

"Air-Mech-Strike: 3-Dimensional Phalanx; Full-spectrum Maneuver Warfare to Dominate the 21st Century,"

by BG David L. Grange (Ret.), BG Huba Wass De Czege (Ret.), LTC Richard D. Liebert, John Richards, Michael L. Sparks and MAJ Charles A. Jarnot.
(Turner Publishing, 312 pages $24.95)
Reviewed by MG Ben L. Harrison, U.S. Army (Ret.)

An exceptionally well-qualified group of concerned professionals has produced a most ambitious book detailing why and how all 10 Army divisions should be reorganized and re-equipped to provide an "Air-Mech-Strike" (AMS) capability, and what it would cost. This scholarly historical perspective is presented with ample footnotes. Published last August, it is at once timely and behind the power curve.

At the heart of the AMS capability is the substitution of light tracked armored vehicles for Abrams tanks and Bradley infantry fighting vehicles in heavy brigades to meet the Army's announced goal of creating medium brigades. At first I thought the authors' insistence on tracked vehicles just as arbitrary as the Army's choice of wheeled vehicles. They make a convincing case, however, for the new lightweight band track that reduces weight and performs quieter and better on roads. The track drive systems make the tracked vehicle lighter and give it a lower silhouette, while at the same time improving cross-country mobility.

Currently available vehicles are the German Wiesel as a 3-ton reconnaissance and security platform with a 4-ton personnel carrier version, but the primary personnel carrier — according to the authors — would be an updated M113A3. Use of a Kevlar-type material could improve the vehicle's survivability and further reduce weight. These vehicles are proposed for the Interim Brigade Combat Team and would serve until the development of the Future Combat Fighting System.

The imperative for selection of armored fighting vehicles (killers and carriers) is to remain light enough for helicopter tactical transport on the battlefield and C-130 intra-theater movement. Availability of the CH-47F is assumed for heli-lift of the 11-ton M113A3.

AMS capability presupposes the ability to tactical transport armored vehicles by helicopter. Several armies — including those of Russia, Germany, France, Britain and Australia — currently have such an AMS capability. Yet, the army with the most powerful and most capable helicopter fleet in the world, the United States, does not have an AMS capability!

The authors wisely encourage extensive use of FLYER 21 and 4 x 4 and 6 x 6 all-terrain vehicles and folding all terrain bikes for "dismounted" infantry. These vehicles obviously do not provide armor protection. They do, however, carry antitank and antiaircraft weapons — as well as still-developing digital acquisition and fire-control systems — and allow crew members to wear the new Interceptor Body Armor. The authors deem the current array of helicopter-mounted unmanned aerial vehicles as necessary.

The authors also encourage experimentation with "wing in ground effect" craft of the type the Soviets used in 1963 to carry 544 tons at 280 mph while "flying" 10 feet above the ocean.

The book also makes a welcome plea for two full aviation crews for each of our helicopters.

In the authors' plan, most of the Army's aircraft would be assigned to corps aviation commands. Each would have three brigades, and each brigade would have an attack, lift and support regiment. Each division (other than the 101st and 82nd airborne divisions) would have a single aviation squadron with two troops of UH-60s and a single troop of eight OH-58Ds, as well as a ground recon troop equipped with all-terrain vehicles. The best thing that can be said about these rather radical ideas is that the authors did not try to justify this organization.

A glaring omission was the absence of any discussion concerning the Comanche!

In all, this book is a most impressive "think piece" contribution to the Army's current transformation process, and is a "must read" for all professionals interested in the future of our Army.

Members of the Pennsylvania Army National Guard's Company G, 104th Aviation Regiment, and two of the unit's CH-47 Chinook helicopters deployed to Nicaragua this summer to support Joint Task Force Sebaco. The JTF included Marines and active Army, Army Reserve and Army National Guard units brought together to construct two clinics and a school for three communities in central Nicaragua. During the 10-week operation the Chinooks moved more than 1 million pounds of cargo and more than 2,000 passengers, in the process racking up more than 300 flight hours. The "Nomads" of Co. G also transported 25,000 pounds of medical supplies to Bluefields, Nicaragua, at the request of the U.S. Embassy in that nation.

arrivals/departures

LT. GENERALS

Petrosky, Daniel J., Chief of Staff, USEUCOM, CMR 480, Box 987, APO AE 09128.

LT. COLONELS

Knapp, Richard T., 100 Morningview Drive, Enterprise, AL 36330.EM: rich.knapp@us.army.mil
Long, David S., 8620 SW Cortez Court, Beaverton, OR 97008.EM: long@up.edu
Maddox, Beth Ann, HHC, 17th Avn Bde, Unit 15270, APO AP 96205.
Rhynedance, George H., 5607 Roundtree Drive, Woodbridge, VA 22193.EM: george.rhynedance@osd.pentagon.mil
Story, Kurt S., 709 Jason Drive, Harker Heights, TX 76548.EM: kurt.story@hood.army.mil
Stull, Alan M., 518 Moccasin Drive, Harker Heights, TX 76548.
Talley, Richard E., 215 W. South Street, Carlisle, PA 17013.EM: rictalley@aol.com

MAJORS

Alexander, Michael T., 63 Diamond Avenue, Fort Rucker, AL 36360.EM: vtalex@earthlink.net
Kreipe, Stephen G., 313 Barber Drive, Copperas Cove, TX 76522.EM: stephen.kreipe@hood.army.mil
Larsen, Jon A., ODC Turkey PSC 90, Unit 7025, PO Box 1563, APO AE 09822.EM: JAL or LARSENJ@odc-t.ankara.af.mil

CAPTAINS

Bauer, John W., 106 Alumni Avenue, Hopkinsville, KY 42240.EM: jwbauer@aol.com
Berg, Paul E., P.O. Box 2192, Fort Campbell, KY 42223.EM: ptcberg@aol.com
Doremus, Darrell A., 68 Woodfield Place, Enterprise, AL 36330.EM: doremusd46@aol.com
Graham, Philip E., HHT, 1-6th Cavalry, Unit 15669, Box 357, APO AP 96297.
Hobbs, Jr., Edward L., HHC, Avn Bde, 2 (US) ID, Unit 15435, APO AP 96257.EM: hobbse@usfk.korea.army.mil
Lee, Jong-Hyuk, 595 McAfee Street NW, No. 65, Atlanta, GA 30313.EM: sojong@hotmail.com
MacWhirter, Mandy L., 205 Woodrun Drive, Enterprise, AL 36330.
Meyers, Edward, 1512 Dupont Street, Conway, PA 15027.
Nelson, Ross F., P.O. Box 620156, Fort Rucker, AL 36362.EM: ross.nelson@us.army.mil
Siller, Tanya A., 2700 Trimmier Road, Killeen, TX 76542.
Tapscott, Andrew K., 100 Woodrun Drive, Enterprise, AL 36330.EM: tapscotta@hotmail.com

1ST LIEUTENANTS

Gass, Gregory P., A Troop 3/6 Cavalry, Unit 15712, APO AP 96271.
Rogowski, Michael P., CMR 477 Box 714, APO AE 09165.EM: rogo54@excite.com
Rose, Timmy L., 1111 Lambrusco Drive, Harker Heights, TX 76548.
Woo, John S., B Troop 1-6 Cav, Unit 15666 Box 371, APO AP 96297.
Wright, Benjamin D., 6113 Glory Vine Drive, Apt. 302, Richmond, VA 23234.

2ND LIEUTENANTS

DiGiorgio, Peter, 301 Broken Arrow Drive, Enterprise, AL 36330.
Mann, Nathan M., 1787 Cain Road, North Collins, NY 14111.EM: natemann77@hotmail.com
Markovitz, Casey D., 413 Robin Lane, Enterprise, AL 36330.
Pipkin, Brent M., 1500 Shellfield Road, Apt. 428, Enterprise, AL 36330.EM: apachedriver55@hotmail.com
Sheldon, James G., 505 Briarwood Drive, No. C8, Enterprise, AL 36330.

CW4S

Mikeska, E.J., Jr., 5315 E. Broadway #2057, Mesa, AZ 85206.EM: ejmikeska@csi.com

CW3S

Habermehl, James L., 1600 Virginia Drive, Manhattan, KS 66502.EM: habermehlj@riley.army.mil

CW2S

Dessinger, Michael D., 181 Corinthia Drive, Newport News, VA 23608.EM: dessinger@mindspring.com

WO1S

Workman, Travis L., 22 Castle LN, Fort Rucker, AL 36362.

SERGEANTS

Stewart, Michael J. MSG, 2813 N. Yarbrough, Apt. 2, El Paso, TX 79925.EM: msgstu@earthlink.net

SPECIALISTS

Daniels, Earl SFC, Unit 64901, Box 18, APO AE 09839.

CIVILIAN

Plotts, Robert R., 1500 Shellfield Road, #201, Enterprise, AL 36330.

RETIRED/OTHER

Littlejohn, Edward H. COL, 2605 Windsor Ridge Drive, Westborough, MA 01581.EM: elittlejohn@kpmg.com
Shivers, James F. LTC, 4111 Hunter's Ridge Drive, Apt. 1, Huntsville, AL 35802.EM: jim.shivers@redstone.army.mil

AAAA NEWS

CW4 Matthew Copeland of the 2nd Battalion, 160th Special Operations Aviation Regiment, was awarded the Order of St. Michael upon his Nov. 16 retirement after 21 years of service. An aviator since October 1983, Copeland amassed more than 5,500 flight hours while serving with such units as the 210th Avn. Bn., 193rd Infantry Division, at Fort Kobbe, Panama; the 214th Avn. Bn., 45th Corps Support Group, at Barbers Point Naval Air Station, Hawaii; and the 7th Bn., 101st Airborne Div., at Fort Campbell, Ky.

UNITED STATES ARMY
THE CHIEF OF STAFF

November 9, 2000

Major General Carl H. McNair, Jr.
United States Army, Retired
President, Army Aviation Association of America (AAAA)
7821 Friars Court
Alexandria, Virginia 22306

Dear General McNair:

Thank you and AAAA for your endorsement of Army Transformation. It is the support of great organizations like AAAA that will help make us successful as we move our Army into the 21st century. Soldiers out of uniform but still serving, like you and your AAAA leadership, can have an enormous impact on getting out The Army Transformation message.

Our collective goal is to be prepared to fight and win the Nation's wars. We can best meet that challenge by supporting our Soldiers with adequate resources - training, leader development, equipment, funding, and time. AAAA can help us maintain momentum during the transition of The Army to an Objective Force by telling our story, the successes and challenges, in hopes of increasing those resources. Your terrific support of Soldiers, civilians, retirees, and their families, especially within the Aviation Team, enhances readiness.

I very much appreciate the AAAA vote of confidence and am thankful for all that you do in support of The Army.

Warm regards,

Eric K. Shinseki
General, United States Army

AAAA National Executive Board Nominations

In accordance with the AAAA By-Laws, notice is hereby given that in addition to the nominations recommended by the Nominations Committee for those NEB offices in which vacancies occur at the time of the annual election, floor nominations may be made at the Annual Convention, provided that the name of the floor nominees appear on nomination petitions signed by 25 AAAA members and said petitions are provided to the chairman of the Nominations Committee at the AAAA National Office at least 30 days prior to the conduct of the AAAA Annual Meeting.

COL Robert Birmingham, president of the Tennessee Valley Chapter *(left)* presents LTC Deborah Chase *(right)* the Bronze Order of St. Michael in recognition for her great work as the Comanche Crew Station Product Manager. She recently left Huntsville to become the executive officer to the principal deputy to the undersecretary of defense for acquisition reform in Washington, D.C.

AAAA NEWS

LEGISLATIVE REPORT

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

New DOD Pharmacy Program Copays

The Department of Defense (DOD) has proposed new "flat rate" copayments for its mail order and retail pharmacy programs as of April 1, 2001. The change was driven by congressional guidance to improve consistent application of benefits across the various programs and employ "best business practices." The new copayments will apply to all beneficiary groups except active-duty members (who have no copayments) and will start along with the April 1 implementation of pharmacy benefits for Medicare-eligibles. Most flat-rate copayments will be lower than the old 20 percent retail copayment.

For drugs received from military treatment facilities, there will still be no copayments. For TRICARE retail network pharmacies and the National Mail Order Pharmacy (NMOP) the cost will be $3 for generic and $9 for brand name drugs. These copays will purchase different amounts of pharmaceuticals, depending on the source. For the NMOP, they will cover a 90-day supply. In TRICARE retail network pharmacies, the same copay will buy only a 30-day supply.

In non-network pharmacies, regardless of whether it's a generic or name-brand drug, the cost will be $9 or 20 percent of the prescription cost, whichever is greater — after a $150 per person deductible is met.

The new and generally reduced copays are designed to encourage beneficiaries to use both generic drugs and the NMOP. Beneficiaries who turn age 65 on or after April 1, 2001, MUST be enrolled in Medicare Part B to use the new pharmacy coverage.

DON'T Cancel Medicare Supplemental Policies Yet

A reminder to all AAAA members that TRICARE For Life (TFL) will not be implemented until Oct. 1, 2001, and Medicare-eligible beneficiaries SHOULD NOT cancel their TRICARE supplemental or employer-provided insurance policies before then at the very earliest.

TRICARE officials say they are receiving requests from some misinformed FEHBP-65 test enrollees to cancel their FEHBP-65 coverage so they can "enroll" in TFL. There is no TFL coverage yet, so canceling any existing coverage would be premature and leave beneficiaries at considerable financial risk for at least nine months.

The Retired Officers Association (TROA) most strongly re-emphasizes that Medicare beneficiaries should RETAIN their current Medicare supplemental coverage or other health insurance policies until TFL is actually implemented next October.

TRICARE For Life Working Group

The second meeting of the TFL Working Group (comprised of representatives of military associations and personnel from the TRICARE Management Activity and the Office of the Assistant Secretary of Defense for Health Affairs) convened on Dec. 5, 2000. The group made considerable progress toward defining the parameters of the TFL benefit and in developing several pertinent questions that remain to be addressed. The group then had a follow-on meeting with the acting assistant secretary of defense for health affairs, Dr. J. Jarrett Clinton. The following is a brief recap of the discussions at those meetings:

● TRICARE-Senior Prime (TSP). TSP is the military HMO-style managed care plan for Medicare-eligibles now being tested at 10 sites around the country. DOD intends to work with Medicare's Health Care Financing Administration (HCFA) to develop a new inter-agency TSP agreement with a target of Jan. 15, 2001. If no agreement is reached, the TSP test would terminate on Dec. 31, 2001. In this event, DOD intends to continue to provide the full TSP benefit to current enrollees and to the extent MTF capacity permits, to allow TRICARE Prime enrollees (beneficiaries under 65) to "age into" TSP. Thus, no current TSP enrollees will experience a diminution of benefits if the test program is phased out.

● Medicare-eligible Retiree Health Care Fund (MRHCF). The military MRHCF will be established Oct. 1, 2002, as the vehicle that will make TFL a "must-pay" entitlement. DOD has the authority to design the MRHCF and has determined that in addition to secondary payer for private sector care provided under TFL (the Medicare Trust Fund will be primary payer), the MRHCF will be primary payer for TFL care in military treatment facilities. Because the MRHCF is not effective until Oct. 1, 2002, DOD is working to include sufficient money in the president's fiscal year 2002 Budget to fully fund the TFL benefit in its first year (Oct. 1, 2001 - Sep. 30, 2002).

● Health Care Survey. DOD has developed a survey to determine the health care preferences of Medicare-eligible beneficiaries. This survey, to be sent to all Medicare-eligible military beneficiaries in DEERS (Defense Enrollment Eligibility Reporting System), will help DOD determine the extent to which service beneficiaries prefer care in MTFs, TRICARE Senior Prime or under Medicare with TFL paying Medicare copayments and deductibles. This data will enable DOD to plan the appropriate distribution of resources.

● DOD Advisory Letter to Medicare-eligible Beneficiaries. In late December, DOD sent a letter to all Medicare-eligible beneficiaries to make them aware of eligibility requirements for the TSRx (TRICARE Senior Pharmacy) benefit that will commence April 1, 2001, and TRICARE For Life, which is effective Oct. 1, 2001. The letter reiterates the prerequisite to enroll in Medicare Part B to participate in TFL.

More details about enrolling in Medicare Part B and updating your DEERS data may be found on TROA's Web site at **www.troa.org/Legislative/HealthCare TRICAREReady.asp**.

● TFL Benefit Matrix. The working group has started developing a matrix to provide a general overview of the covered health care benefits for military beneficiaries who are eligible for Medicare and TFL. It is significant to note that TFL has no duration limit on inpatient hospitalization and skilled nursing facilities benefits (SNF).

The combination of Medicare and TRICARE will pay 100 percent of expenses in these areas until Medicare limits are reached (150 days inpatient care; 100 days SNF). In those unusual cases when inpatient or SNF stays exceed the Medicare limit, TRICARE will pay 80 percent of the inpatient bill in network hospitals (75 percent non-network) and 75 percent of SNF costs for all extra days of care. Because of the newly authorized catastrophic cap on out-of-pocket expenses, the TRICARE family copayment liability in these extraordinary cases will be limited to $3,000 per year. (Note: this is the same catastrophic cap that applies to beneficiaries under 65.)

There is no copayment for Home Health Care Services. Once the matrix is completed, I'll forward it to AAAA National for distribution to our members.

● TFL Phase In. The assistant secretary of defense (health affairs) reiterated his intent to have the TRICARE second-payer feature of TFL fully operational by Oct. 1, 2001. DOD indicates the TRICARE Prime option will not be ready by that date, because DOD cannot physically get both programs up and running in the time available. Rather than pursuing simultaneous implementation and risk delaying all TFL programs beyond the Oct. 1, 2001, effective date, DOD intends to focus on the TRICARE as second payer to Medicare as the top priority, since it will help the largest number of beneficiaries.

In the meantime, DOD is evaluating three alternatives for extending TRICARE Prime to Medicare-eligibles:

(1) Expansion of TRICARE Senior Prime, subject to MTF capacity.

(2) Nationwide implementation of the so-called MacDill model (named after the project now underway at MacDill AFB, Fla.) under which care in military facilities would be funded by the military Medicare-eligible Retiree Health Care Fund and care in the private sector would be funded by Medicare (subject to the 80 percent Medicare limit, with the 20 percent copayments paid from the MRHCF).

(3) A TRICARE Prime network with 100 percent reliance on private-sector contract networks.

This remains a work in progress and TMC will provide more details as they become available.

● Unfinished business. The TFL Working Group raised two policy issues that are currently under review by DOD:

1. What reimbursement will TRICARE provide if a Medicare beneficiary enters into a private contract with a private-sector physician who does not accept any Medicare reimbursements? Our recommendation is that TRICARE act as first payer under these circumstances.

2. Expedited Claims processing. It is TROA's view, shared by all associations, that if Medicare certifies any provider for reimbursement under Medicare, TRICARE should reimburse the provider for the applicable copayments without any further certification requirements. DOD has agreed to take this expedited and simplified claims-processing proposal under advisement and scheduled a full-scale discussion of the subject with the TFL Working Group for Dec. 18, 2000.

Stay tuned to future reports for more important information on TFL.

Military Voting Update

During this historic election period, The Military Coalition (TMC) member organizations received many inquiries about military absentee-voting issues. Most questions centered on the impact of absentee voting laws and their administration in the recent presidential election, and on how this year's well-publicized problems can be prevented in the future.

TMC wrote the director of the Florida Division of Elections, urging that absentee ballots cast by military personnel not be arbitrarily disqualified for administrative details that are beyond the servicemembers' control. While we don't have first-hand information, subsequent news reports indicate that many (but not all) of the ballots in question were indeed counted in the end.

TROA President LTG Mike Nelson, USAF (Ret.), also wrote the secretary of defense, requesting a comprehensive investigation into military absentee-voting problems, aimed at correcting any systemic problems that may inhibit servicemembers' ability to acquire and cast an absentee ballot. The secretary has since appointed the DOD inspector general to head such an investigation and report on needed corrective action.

In addition, Senate Armed Services Committee leaders [Sens. John Warner (R-VA), Carl Levin (D-MI), Tim Hutchinson (R-AR) and Max Cleland (D-GA)] have asked the General Accounting Office (GAO) to review federal absentee-voting laws. Specifically, GAO was asked to review how the Uniform and Overseas Voting Act of 1986 (PL 99-410) is implemented by the secretary of defense as compared with other officials, and how this act is implemented in the various states. TROA will continue to keep you updated on this important issue.

TMC's Legislative Scorecard for 2000

The following is a summary of the major legislative initiatives that were supported by The Military Coalition (TMC) and enacted during the second session of the 106th Congress. Collectively, they represent significant enhancements in the quality of life for servicemembers and their families, and should have a positive effect on the services' recruiting, retention and readiness programs. The success of these initiatives is due in part to TMC's efforts, and to extraordinary grassroots support from TMC's members and Congress.

Health Care

● Authorized TRICARE For Life (TFL) for Medicare-eligible uniformed services beneficiaries (regular and Reserve retirees, their family members and survivors), effective Oct. 1, 2001.

● Authorized Department of Defense (DOD) retail and mail-order prescription coverage for all Medicare-eligibles, effective April 1, 2001, with NO enrollment fee or deductible.

● Authorized DOD Military Medicare-eligible Retiree Health Care Trust Fund (makes TFL a mandatory, must-pay entitlement program), effective Oct. 1, 2002.

● Reduced TRICARE Standard retiree catastrophic cap from $7,500 to $3,000 per year (applicable to all retirees regardless if under 65 or if Medicare-eligible and participating in TFL).

● Eliminated TRICARE Prime copays for active-duty family members.

● Expanded TRICARE Prime Remote, with PRIME-level benefits for active-duty families assigned where Prime is not available.

● Authorized long-term care coverage for active/Reserve/retired military/federal civilians (estimated implementation date Oct. 1, 2002).

Retirement and Survivor Programs

● Expanded special compensation for severely disabled retirees to include Chapter 61 (military disability) retirees.
● Provided full-inflation COLAs for all retirees/annuitants.
● Increased maximum annual Reserve retirement points from 75 to 90.
● Required universal state acceptance of military-prepared wills.
● Required automatic immediate Reserve Component Survivor Benefit Plan coverage for reservists attaining 20 years of service, unless declined by member and spouse.
● Provided improvements in educational benefits for widows and children of service-connected deceased veterans to include a 21 percent increase in the educational stipend and, for the first time, COLA adjustments.
● Extended Dependency and Indemnity Compensation (DIC) to survivors of National Guard and Reserve members who suffer a stroke or heart attack during inactive duty training.

Active and Reserve Forces

● Provided 3.7 percent Jan. 1, 2000, pay raise, plus targeted July 1, 2000, raises for E-5, E-6, E-7.
● Authorized active/Reserve Thrift Savings Plan enrollment (NLT Oct. 1, 2001)
● Reduced median out-of-pocket housing expense to 14.5 percent in 2001, and to zero by 2005.
● Increased SGLI coverage to $250,000.
● Provided 21 percent increase in Montgomery GI Bill (MGIB) benefits.
● Repealed 1 percent cap on annual subsistence allowance increases, effective Jan. 1, 2002.
● Improved funeral honors duty benefits for Guard/Reserve; authorized choice of drill pay or $50; approved incapacitation pay for injury/illness sustained on such duty; and clarified reemployment rights.
● Authorized post-Vietnam-era Veterans Educational Assistance Program (VEAP) conversion to MGIB.
● Approved disability compensation for Guard/Reserve members who suffer a heart attack or stroke during inactive duty training (IDT).
● Authorized children of National Guard and Reserve members to seek presidential appointment to service academies.

Other Gains

● Restored requirement for the Department of Veterans Affairs to assist veterans in preparing claims' applications for benefits.
● Repealed Social Security earnings test for beneficiaries age 65 to 69.

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
PFC Tiffany Alward
SPC Sherise N. Anthony
SSG Richard S. Baker
PFC Jeremy C. Behrens
1LT Brandon A. Bissell
SSG Stevan P. Bista
SSG Scott W. Brindle
PFC Christopher D. Brown
SGT Octavia A.K. Brown
SPC Dante D. Davis
SPC David G. DeGrave
SSG Terry R. Frederick
SPC Wallace L. Gallaway Jr.
1SG Ruben A. Gomez
CW4 Robert L. Huffman
CPT Katy Johns
CPL Larissa C. Johnson
SGT Constance M. Marshall
SGT Dedrick D. Mason
SFC Carl J. McMorris
1LT James D. Nelson
PFC Reinaldo I. Osoria
SGT Jaun E. Roman
CPT Rogers L. Stinson
SPC Jermaine A. Swaby
MAJ(P) Robert W. Werthman
SPC Theresa M. Wheeler
SGT Christopher A. Williams
SGT Christina M. Zachman
PFC Tracee D. Zale

AMERICA'S FIRST COAST CHAP.
JACKSONVILLE, FL
SPC John P. Maison
SFC Charles W. Terrell

AVIATION CENTER CHAPTER
FORT RUCKER, AL
2LT Adrian C. Bauer
WO1 Stuart A. Baze
CW4 Dennis W. Bergstrazer
WO1 Jonathan E. Bibbee
CPT Matthew M. Bird
2LT Michael M. Burns
SSG Sara E. Carter
2LT Clifton T. Causey
2LT James S. Clark
SPC Roderick Dlynn Collins
2LT Charles B. Curl, Jr.
2LT Patrick W. Dardis
2LT Craig J. Dupuy
WO1 Jerry O. Eads
WO1 Lucas A. Eggers
WO1 James A. Finnigan
CPT Alexander N. Flecker
2LT Timothy J. Furmage
SGT Jeremy D. Gentry
WO1 Michael R. Gill
WO1 Charles G. Hallbert III
WO1 Phillip S. Harris
WO1 Christopher M. Hill
SPC Jeanine V. Hodges
SGT Jason P. Hooper
2LT Justin C. Hopkins
WO1 M. Keefe Huffman
WO1 Scott Jamar
1LT Tyler T. Kipp
CPT Calvin J. Lane
WO1 Michael C. Lubold
WO1 Michael A. Maine
SPC Heike A. Miracle
CPT(P) Glenn Moore
WO1 Erik K. Newhouse
WO1 Douglas H. Pennington
2LT Jennifer A. Phelps
WO1 Lloyd C. Piersawl II
WO1 Michael Plotner
CPT Kelly Ann Raftery
2LT Michael P. Roder
WO1 Rajesh Sabharwal
WO1 Rolando Sanchez
CW2 William J. Sands III
WO1 Aaron D. Sheets
WO1 Matthew S. Snowden
2LT John M. Sova
WO1 Jerry D. Stafford
2LT Thomas A. Stauber
2LT John R. Stout
2LT Michele K. Swann
WO1 Joel Torres
1LT Cynthia A. Tovar
2LT David D. Turner
2LT Damon T. Wagner
WO1 Rodric T. Williams
WO1 David E. Yager

CENTRAL FLORIDA CHAPTER
ORLANDO, FL
Mr. John W. Dzenutis

COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
Mr. Keith E. Arthur
Mr. Ned A. Chase
SFC Clinton A. Drummond
SGM Michael M. Hunter
Mr. Edwin M. Larkin
Mr. Jon C. Schuck
SSG Glenn E. Stamps
CSM Steven A. Tomaziefski

CONNECTICUT CHAPTER
STRATFORD, CT
Mr. James C. Nietupski

CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
Mr. Michael A. Ramirez
Mr. Edward E. Stutts
Mr. Kenneth A. Werner

DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
Ms. Martha T. Taylor

INDIANTOWN GAP CHAPTER
INDIANTOWN GAP, PA
SGT Nancy Wallish
SFC Deborah L. Williams

IRON MIKE CHAPTER
FORT BRAGG, NC
CW5 Arthur J. Yearby

JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
MAJ Blake S. Cromer
SSG Lonnie M. Griffin
CW3 Harry F. Hynes
SSG Randy J. Jones
SGT Brett R. McLean
SFC Woody Sullivan
SSG Harry G. Webster

MICHIGAN GREAT LAKES CHAP.
GRAND LEDGE, MICHIGAN
CW4 Donald R. Bricker
SGT Kirk S. Buskirk
1SG John L. Carrington
2LT John W. Dzieciolowski
COL John R. Ghere, Ret.
SFC Roger A. Hoxie
SGT Albert J. Janutolo
CPT Richard F. Meyer
SSG Stan A. Milanowski
CW2 Mark E. Miller
CW2 Karl F. Rosen
SGT Louis J. Swift
2LT Jonathan F. Tew
1SG John P. Wimberly

MID-AMERICA CHAPTER
FORT RILEY, KS
COL Robert N. Townsend

MORNING CALM CHAPTER
SEOUL, KOREA
MAJ James E. Bird
PFC Krista R. Busse
Mr. Hyung Byun
Mr. Sung Ae Cha
Mr. Dae Cheul Chang
Ms. Young Sook Chang
Mr. Nam Sun Choi
Mr. Seung Woo Choi
Mrs. Hak Yon Cullen
PV2 Gabriela M. Fletes
PFC Timothy L. Granville
LTC John C. Harrison
MAJ Thomas E. Hunke
Mr. Hyuk Jui Jeon
Mr. Byung Chul Kim
Mr. Choon Sik Kim
Mr. Duk Kun Kim
PV2 Ji Hwan Kim
PV2 Joon Yung Kim
Mr. Sang Ko Kim
Mr. Don Hui Lee
Mr. Dong Wook Lee
Ms. Jin Sook Lee
Mr. Sang Yong Lee
SPC Steven A. Maki
SGT Cleon J. Morris
SPC Danny Ramirez
Mr. Sang Don Rhee
Mrs. So Young Song
1SG Richard D. Stidley
MAJ Stephen A. Toumajan
CW5 William Vazquez
CPT(P) Stephen W. Wilson
Mr. Sung Dal Yang
Mr. Chun Keun Yeo
Mrs. Kyoung Ok Yi
PV2 Tae Sik Yoon

NILE DELTA CHAPTER
CAIRO, EGYPT
Ms. Nicola Grasso
CW4 Gary D. Shortt
SFC David L. Skinner
SSG John A. Webb

NORTH COUNTRY CHAPTER
FORT DRUM, NY
1SG Marvin L. Blackshear
1LT Michael F. Charnley
MAJ Justin Kidd

NORTH TEXAS CHAPTER
DALLAS/FORT WORTH
Mr. Todd Haughee

OREGON TRAIL CHAPTER
SALEM, OREGON
Mr. Christopher M. Gullickson
CSM Denise M. Kraxberger
SPC Michael F. Paul
CPT Sean P. Pierce
CW4 John T. Trotter

RAGIN' CAJUN CHAPTER
FORT POLK, LA
CW4 John W. Mucha

RISING SUN CHAPTER
CAMP ZAMA, JAPAN
Mr. Ronald J. Anderson
SGT James T. Carwell
SGT Jesus Y. David
PFC Harlyn W. Eisenmann
SFC Michael E. Hilliker
SSG Christopher N. Johnson
CW4 Jeremiah P. Maloney
2LT Sean M. Merlin
SGT Christian A. Roberts
SGT Francisco Vasquez
SGT Lowell C. Williams

SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
CW3 Kenneth D. Kelley
PFC William B. Kerner III
COL H. Tom Landwermeyer

TALON CHAPTER
ILLESHEIM, GERMANY
SPC Michael S. Murphy
CW3 Gerard S. Partridge III

TARHEEL CHAPTER
RALEIGH, NC
Mr. Mark A. Norris
CW2 Garry D. Perry

TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
LTC Gilbert E. Boen
Mr. Paul R. Carlton, Jr.
Mr. Thomas W. Cash
Ms. Cynthia L. Gill
Ms. Mary Ann Green
Ms. Susan C. Hall
Ms. Margaret K. Herring
Mr. Rolland T. Lott
CPT David L. Oakley
MAJ Brian P. Shoop

VIRGINIA MILITARY INSTITUTE
LEXINGTON, VA
CDT Thomas V. Baldwin
CDT Peter M. Choi
CDT Clifford C. Cook
CDT Elizabeth R. Holthouser
CDT Rory M. Miller
CDT Francis T. Palaia
CDT Gary L. Pembleton

WASHINGTON-POTOMAC CHAP.
WASHINGTON, DC
CPT Fred M. Chesbro
Mr. Paul J. Lewis
Ms. Melanie L. McGrath

WINGED WARRIORS CHAPTER
SOTO CANO AB, HONDURAS
CW3 Jeffrey M. Wells

MEMBERS WITHOUT
CHAPTER AFFILIATION
Mr. Brian Bankoski
Mr. Dan Byers
MAJ William H. Crowell, Jr.
CW4 Martin D. Dillingham
MAJ Mark G. Dykes
Mr. Jeffrey A. Goodrich
Ms. Andie Grayson
Mr. Michael Harrison
Mr. Frank James
Mr. Pete Jones
Mr. Denny McGuire
Mr. Jim Potter
Mr. Scott Redinger
Mr. Don Russell
Mr. Andy Stevenson
Mr. Gregory E. Turos

AAAA NEWS

IRON MIKE CHAPTER

The Iron Mike Chapter at Fort Bragg, N.C., formed in March of 1959, and is currently comprised of over 300 members and growing.

Current AAAA Executive Council members include COL William Jacobs, chapter president, CPT Nick Kioutas, membership, LTC Peter Curry, public affairs, CPT Son Vo, secretary, LTC Pauline Knapp, treasurer, CPT David Leach, military affairs, CPT James Cook, special programs, MAJ Daniel Selph, chapter vice president, and MAJ Sam Hamontree, scholarships. 1LT Jasons Davis has been nominated to replace Knapp as Treasurer.

Iron Mike's most recent accomplishment is the backing of a Veteran's Memorial on Simmons Army Airfield. The monument is grey granite and stands over seven feet tall and is 42 feet in length. It will soon hold the names of the soldiers from Fort Bragg aviation Units who have given their lives in defense of our nation.

Upcoming events include joint co-hosting of the 2001 National AAAA Convention with our Tar Heel Chapter friends from the 449th Aviation Group, Kinston, N.C. The Convention is scheduled in Charlotte, N.C. on April 4-7. The Iron Mike Chapter is also hosting a AAAA golf tournament in September and a 10K Run/Breakfast in October.

Everyone is welcome; the chapter would especially like to extend membership to warrant officers, senior NCOs and enlisted personnel. Please join us in our upcoming events and if you're in the area, the Memorial is definitely worth viewing.

New Chapter Officers

Jack Dibrell (Alamo) Chapter
LTC Lowell J. Berry, Secretary.

Wings of Victory Chapter
(formerly Mission Ready Chapter)
COL Jeffrey S. White, President; CW5 Eric V. Linderman, Sr. V.P.; MAJ William J. Davisson, Secretary; MAJ Guy M. Zero, Treasurer; CPT Jon D. Kerr, VP Membership Enrollment; MAJ Mark C. Patterson, VP Programs; LTC Rick J. Russell, VP Chapter Awards.

AAAA Soldier of the Month

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

SFC Deborah L. Williams
September 2000
(Indiantown Gap Chapter)

New AAAA Life Members

SFC Frank R. Albanese, Jr.
SSG Michael D. Blum
CW4 Mark W. Grapin, Ph.D
COL Robert W. McWethy
LTC Martin J. Ochsner
MAJ Herman P. Valentine

In Memoriam

Dr. Russell D. O'Neal

New AAAA Order of St. Michael Recipients

1SG Miark E. Miles (Bronze)
MAJ R. Brennon Bass (Bronze)
CSM Mariano Rivera-Lopez (Bronze)
CSM Peter Pacyao (Bronze)
CSM Robert Braggs (Bronze)
CSM Gary L. Moore, Ret. (Bronze)
CSM George W. Evans (Bronze)
CW3 Kent T. Sapp (Bronze)
CPT Joel A. Heining (Bronze)
MG John R. Vines (Bronze)
CPT Rusty P. Lavergne (Bronze)
CPT Thomas A. Bayer II (Bronze)
CPT Shawn B. Czehowski (Bronze)
CPT Warren D. Hamilton (Bronze)
LTC Scott D. Wagner (Bronze)
LTC Deborah J. Chase (Bronze)

New AAAA Industry Members

Lord Corporation
Vanguard Industries West, Inc.

Aces

The following members have been recognized as Aces for their signing up five new members each.
CDT Britton L. Armstrong
SSG Ruppert G. Baird
CW2 Keith O. Bean
Ms. Teri L. Thomas

Lost Members

Help us find our Lost Members. We'll give you an additional month on your AAAA membership free for each member you help us locate. Simply write, call or E-mail us with the Lost Member's current address. AAAA, 49 Richmondville Avenue, Westport, CT 06880-2000. Tele: (203) 226-8184; FAX: (203) 222-9863; E-Mail: aaaa@ quad-a.org.

Andrews, Wallace C., SPC
Badillo, Miguel G., WO1
Ballard, Rusty L., 2LT
Benson, Claude E., Mr.
Birch, Jerry B., WO1
Buhrow, Brian N., 2LT
Capobianco, Joseph A., MAJ
Chandler, Carl W., SPC
Clark, Jeremy J., 2LT
Daniels, Phillip C., PFC
Growney, Jeff A., Mr.
Havard, William, Mr.
Hutchinson, John K., 2LT
Janok, Paul, Mr.
Johns, Robert, 2LT
Johnson, Craig D., MAJ
Lucas, Willie C., CSM
McWilliams, Richard, SGT
Neuenschwander, Joel, 2LT
Nicholson, Robert J., CW2
Robinson, Damon M., SPC
Russell, Jacob M., WO1
Ryan, John, Mr.
Shevalier, Shawn R., CW2
Spinks, George D., WO1
Williams, William, WO1
Wood, Brian B., SGT
Wright, John R., Mr.

On Oct. 7, 2000, in Boulder, Colo., a delightful and otherwise rational woman, Rebecca DeValois, married AAAA National Executive Board member MAJ Curt Cooper. Well known for adopting stray animals, the former Ms. DeValois was heard before the ceremony remarking that she felt that Army aviators also had significant potential for domestication. The couple now resides at Fort Bragg, N.C., where "Coop" is the S-3, 18th Aviation Brigade, XVIII Airborne Corps.

Calendar

- **Feb. 11-13** HAI Heli-Expo, Anaheim, CA.
- **Feb. 21-23** AAAA Joseph P. Cribbins Product Support Symposium, Huntsville, AL.
- **Apr. 4-7** AAAA Annual Convention, Charlotte, NC.
- **Jul. 20** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- **Jul. 20-21** AAAA Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2001. Contact the AAAA National Office for details at (203) 226-8184

GEN Frank S. Bristol
Army Aviation Hall of Fame 1976 Induction

MAJ (later COL) Delbert L. Bristol served as an Army liaison pilot in the early test that established organic air observation in 1942. After serving briefly on the faculty of the Department of Air Training, Bristol left the continental U.S. with the first group of pilots and aircraft mechanics deployed overseas in October, 1942.

After his arrival in England, and during late 1942 while in North Africa, he was the driving force in the organization of a combat zone school that trained additional pilots and aircraft mechanics to meet the artillery's combat aviation needs until replacements from Fort Sill became available in sufficient numbers.

While serving as the artillery air officer for II Corps during the Tunisian and Sicilian campaigns, Bristol directed and coordinated the employment of the air observation posts [pilot and field artillery observer teams in radio-equipped Piper L-4 Cubs] that later was acclaimed as one of the great innovations of World War II. Calling on his experience as First Army artillery air officer in Northern Europe in 1944-45, he contributed in great measure to the success of the Air OPs in combat.

In 1948-1949, while a major on the Army General Staff in Washington, D.C., his negotiations in the Army Staff and with the Air Force, sometimes against heavy odds, assured the foundation of the Army's organic aviation following the unification of the services.

Your survival guide to the digital battlefield.

A FORCE MULTIPLIER FOR EVERY MISSION, Rockwell Collins' Flight2 open-architecture system combines complex data imagery with advanced processing to deliver critical flight information. Flight2's integrated applications can be custom-configured to include flight, vehicle and mission management, as well as safety and surveillance systems. Flight2 is scalable for rotary-wing and tactical-fighter aircraft. And its avionics system LAN provides high bandwidth connectivity and anticipates growth requirements. Command the future.

Call 319.295.5100
or fax 319.295.4777.
www.collinsflight2.com

Rockwell Collins