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on the cover

Paid Advertisement. An Apache Longbow hovers in the trees at Fort Hood, Texas, where the U.S. Army's fourth combat-ready Apache Longbow unit is being trained. Boeing is building 269 more Apache Longbows ordered through the Army's second five-year, multi-year Apache Longbow contract, which will further increase the Army's ability to meet current and future defense commitments around the world. Photo by Bob Ferguson. *Caption provided by advertiser.*

President George W. Bush sent a message to the armed forces and the civilians who support the defense department via the nation's incoming 21st defense secretary, Donald H. Rumsfeld, during a Jan. 26 Pentagon ceremony. That message read:

"To the armed forces of the United States and to the men and women who support them, Your service in the cause of freedom is both noble and extraordinary. Because of you, America is strong and the flame of freedom burns brighter than at any time in history. Your country can never repay you for the sacrifices and hardships you endure, but we are grateful for the liberties we enjoy every day because of your service. As your commander in chief I will always support you and your families so that this great nation continues to have the greatest armed forces in the history of the world. Thank you."

The COBRO Corp. has established the COBRO Special Operations Scholarship, to be funded by COBRO with matching AAAA funds. The scholarship will be available to AAAA members who are active-duty members of the 160th Special Operations Aviation Regiment, their spouses and unmarried children. Eligibility also extends to the spouses or unmarried children of deceased 160th SOAR soldiers, if those soldiers were AAAA members and died in a military training or combat accident while assigned to the 160th SOAR.

Robert T. Topping has been named president and chief operating officer of Westar Corporation, a New Mexico-based Army and Department of Defense contractor. Previously the vice president of Westar's Engineering Group, Topping will assume responsibility for the company's day-to-day operations.

The 2001 Vietnam Helicopter Pilots Association calendar is now available. It boasts 27 photos of helicopters operating in South East Asia, along with unit logos and an updated by-date roster of each pilot killed in action. The calendars cost \$17 each, which includes shipping/handling. Call Turner Publishing Company toll-free at (800) 788-3350 or write to PO Box 3101, Paducah, KY 42002.

The Helicopter Gunnery Office of the Directorate of Training, Doctrine and Simulation (DOTDS) at Fort Rucker, Ala., has created a website intended for every aviator/gunner (attack/scout/cav/door gunner, etc.) in the Army. The site, at <http://155.147.98.10/dotds/simulations/SIMD.htm>, gives aviator/gunners the opportunity to provide their input on how it and the Army's helicopter gunnery program could be better. Once at the site, visitors should click on Gunnery and TADSS in the menu on the left/blue side of the screen.

Several scholarships are now available for the children of servicemembers through the Defense Commissary System (www.commissaries.com) The Retired Officers Association (edassist@troa.org) and the American Legion (www.legion.org/educast.htm). Further information on school aid can be found at www.finaid.org, and on the U.S. Department of Education website at www.gov/finaid.html.

Aviators of the 507th Medical Company at Fort Hood, Texas, rescued a bus driver and three young children Feb. 16 after a school bus was swept by storm waters into a river near Waco, Texas. The accident took place at the end of an all-night storm as the school bus reportedly tried to cross a washed-out section of highway. Stuck in the high water, the bus was swept into the Bosque River and taken downstream. Pilot CW2 Derek Mitchell, copilot 1LT Angie Presnell, crew chief PFC Brent Towne and flight medic SGT Michael Thomas hoisted the bus occupants — a 5-year-old girl, 7- and 11-year-old boys and the driver — from the stricken vehicle. No serious injuries occurred in the accident, and the bus occupants were treated on the scene for minor cuts and scratches.

Three Florida Army National Guard aviators were killed in the Mar. 3 crash of their C-23 Sherpa near Unadilla, Ga. The three — pilot CW4 John W. Duce, copilot CW2 Eric P. Larson and flight engineer SSG Robert F. Ward Jr. — were all members of Company H, 171st Aviation Battalion, based at Linder Field in Lakeland, Fla. Also killed in the crash were 18 members of the Virginia Air National Guard's 203rd Redhorse Flight, who were returning home at the end of a two-week training rotation at Hurlburt Field, Fla. The incident is currently under investigation by the Army and the National Transportation Safety Board.

The 3rd Squadron, 6th Cavalry Regiment, based at Camp Humphreys, Korea, has been named overall winner and Best Combat Unit in the 2000 LTG Ellis D. Parker Awards. Other winners included the 2nd Battalion, 2nd Aviation Regt., at Camp Stanley, Korea, as Best Combat Support Battalion; the 421st Medical Bn., in Wiesbaden, Germany, as Best Combat Service Support Battalion; and the 1st Bn., 145th Avn. Regt., at Fort Rucker, Ala., as best TDA Battalion. The Parker awards — named in honor of former commander of the U.S. Army Aviation Center LTG Ellis D. Parker — recognize excellence in leadership, training, maintenance and safety and were presented during the Aviation Leaders Training Conference in early February.

contents

vol. 50 no. 3 & 4

MARCH/APRIL, 2001

FEATURES:

- 6** Aviation Life Support Equipment: Providing Protection
by MG Anthony Jones and LTC Paul Cain
- 12** PEO Aviation: Looking to the Future
by MG Joseph L. Bergantz
- 24** Aviation in the Army Transformation: The Strategy for
2001 and Beyond
by MG Al Sullivan
- 28** Task Force Talon: America's Moral Imperative
by COL William M. Jacobs, LTC Joseph P. Mudd and 1LT Jeff Crews
- 30** The Black Hawk Road Show
by SGM Joseph W. Shabbott
- 32** Sharing the Legacy of Army Aviation
by Sean M. Brady

2001 AAAA Convention Highlights

- 34** AAAA Convention Exhibitors
- 38** AAAA Leadership — National Executive Board
- 40** AAAA Chapter Structure
- 42** AAAA National Award Winners
- 46** AAAA Hall of Fame Inductees
- 52** AAAA Convention Schedule of Events

DEPARTMENTS:

AAAA New Members.....	65	Calendar.....	66
AAAA News	62	Hall of Fame.....	67
Advertisers Index	66	Mailbox	60
Arrivals & Departures	60	People on the Move.....	58
Briefings	3		

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AVIATION LIFE SUPPORT EQUIPMENT: PROVIDING PROTECTION

By MG Anthony Jones and LTC Paul Cain

The Aviation Life Support Equipment Retrieval Program (ALSERP) is based at the U.S. Army Aeromedical Research Laboratory (USAARL) at Fort Rucker, Ala., and for the last 30 years has had one simple mission: to continually improve the protection afforded to military aviators. Ensuring that aviation life-support equipment (ALSE) meets the highest standards provides the best possible chance of survival in an accident and safeguards the health of the crew and passengers who travel in Army aircraft. As the incidence of serious injury is reduced, aviators will spend less time off flight status and, ultimately, human suffering is reduced, costs are minimized and mission effectiveness is optimized.

An understanding of the ALSERP process can help every aviator contribute to the success of this program. Some may worry that this is an organization that aims to uncover the misdemeanors committed by aviators. Even if the USAARL investigation uncovers the improper use of ALSE, the aim is to find out why this is happening and then use the findings for continuing education and development, not for retribution.

The Team

The work is carried out by the USAARL's Aircrew Protection Division (APD). Although the analysis is completed in-house, you can expect to see team members collecting equipment and data at accident sites around the globe.

The nucleus of this multidisciplinary team is made up of flight surgeons, aerospace and mechanical engineers, aviators and aviation safety professionals. Although this approach is not absolutely unique, there are very few organizations in the world that employ this level of expertise to tackle the problem. If the case is sufficiently complex, further assistance is available from other disciplines within the laboratory, the Department of Defense (DOD), the Federal Aviation Administration (FAA) or industry.

The Challenge

Accident investigations start with the arrival of initial accident reports from the U.S. Army Safety Center or the unit involved. Ideally, USAARL team members visit all sites to witness first hand the effects of the crash. This is not always possible, however, so the timely passage of information is vital to the success of the investigation. While written reports are important, photographic evidence is always very welcome as it leads to a much clearer understanding of the accident. As the saying goes: "a picture is worth a thousand words."

Once the available data concerning the accident sequence, crash forces and occupant injuries have been assembled, the detailed USAARL analysis can begin. Helmets are torn down to their component parts, photographed and examined for damage [Figure 1]. They often seem only to have minor surface scrapes, but turn out to be much more seriously damaged on the inside.

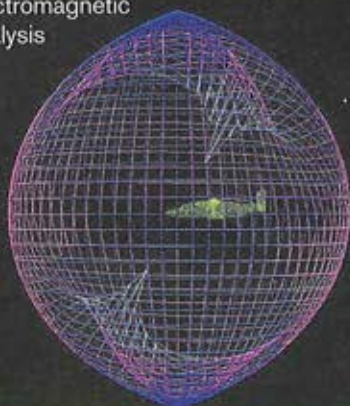


Figure 1. USAARL investigator examines an energy-absorbing liner.

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These permanent impressions in the polystyrene energy-absorbing liner are one of the best guides to the force of the impact [Figure 2].

The next stage of the investigation is to compare this damage with helmets from earlier accidents, or with materials that have undergone controlled tests in the laboratory. The mechanism of injury is determined and an assessment of the protection provided by the helmet is made. Any failure is noted and will lead to the team meeting with system developers and contractors to improve the manufacture and/or design.

Of course, helmets are only one part of the ALSE that is inspected; clothing, seats, harnesses and survival equipment are also examined [Figure 3]. There is a particular interest in the way current flight clothing protects from the now fortunately rare cockpit fire. Seats are examined in order to determine the amount of energy that has been absorbed, and harnesses are tested by loading the straps until they fail.



Figure 3. Shoulder harness webbing tearing under a test load.

worthy fuel systems and flight suits made of Nomex instead of cotton. Nomex-backed leather gauntlet gloves have also been added to protect the vulnerable wrist area.

During the 1980s fractures in the base of the skull were a common finding following a blow to the side of the helmet. Investigation revealed that the ear cups could transmit significant force to the skull, so a crushable ear cup was developed. These were incorporated into the SPH-4B, and since then have been a standard feature of Army helmets.

Figure 2. Helmet energy-absorbing liner permanently deformed following a rotor strike.



Results

The ALSERP has had many successes over the years. The early work of the team and the application of data from accidents from the Vietnam era revealed a high proportion of burn injuries in older aircraft. This work, combined with that of the U.S. Army Safety Center, was instrumental in improving fire protection through the adoption of crash-

Newer helmets such as the HGU-56P (Figure 4) provide better head protection as a result of the improved specifications developed from accident investigations. Early helmets like the SPH-4 had thinner, more dense polystyrene and, as a result, less impact energy was absorbed and injuries were more common. Since then, progressively thicker but less dense liners have been incorporated and, even at higher impact speeds, less than half the crash force is transmitted to the head. Obviously, there will be less chance of injury — but the most important benefit is the ability of a pilot wearing an HGU-56P to remain conscious, despite severe blows to the head, and escape after a crash. The potential for injury has also helped to drive down helmet weight.

Proper restraint is vitally important in an accident. Although the existing generation of inertia reels lock harnesses in an accident, they do allow some movement.



Figure 4. The HGU-56P: lighter weight, crushable ear cups and thicker polystyrene liner.

Because of this, injuries are still seen by investigators. The most recent designs lock the harness earlier in the accident sequence and should reduce the potential for injury. These are now being fitted to the current fleet of aircraft.

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The Future

As technologies are introduced to solve old problems, new challenges appear. Stroking seats were developed to reduce the number of aircrew back injuries, but they can also contribute to injury by bringing the chest and face closer to the cyclic. These findings have helped drive the development of cockpit airbags for aircraft, and these are scheduled for fielding in the next few years. Future aircraft can also benefit from the program — the HGU-56P helmet is being developed for the Comanche, for example. Despite a further reduction in weight and additional optical equipment, the helmet specifications set following earlier accident investigation have ensured that the advanced protection remains.

Key improvements in ALSE have already been achieved; nevertheless, the program continues on strongly. As in the past, USAARL investigators com-

plete thorough examinations of ALSE from crashed aircraft in order to ensure future aircrew safety. The price of this information on equipment performance is unfortunately measured in human injury, but it has at least resulted in the best possible protective equipment for others. In the unforgiving aviation environment, it is vitally important that all aviators use and maintain their equipment correctly and, as a result, gain the full benefit from the protection.



MG Anthony R. Jones is commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch. LTC Paul Cain is a British Army aviator and flight surgeon currently on exchange with the Aircrew Protection Division of the U.S. Army Aeromedical Research Laboratory at Fort Rucker.

National Training Center

The **FRONT LINE** is Coming to **ARMY AVIATION**

By MAJ Michael J. Barbee

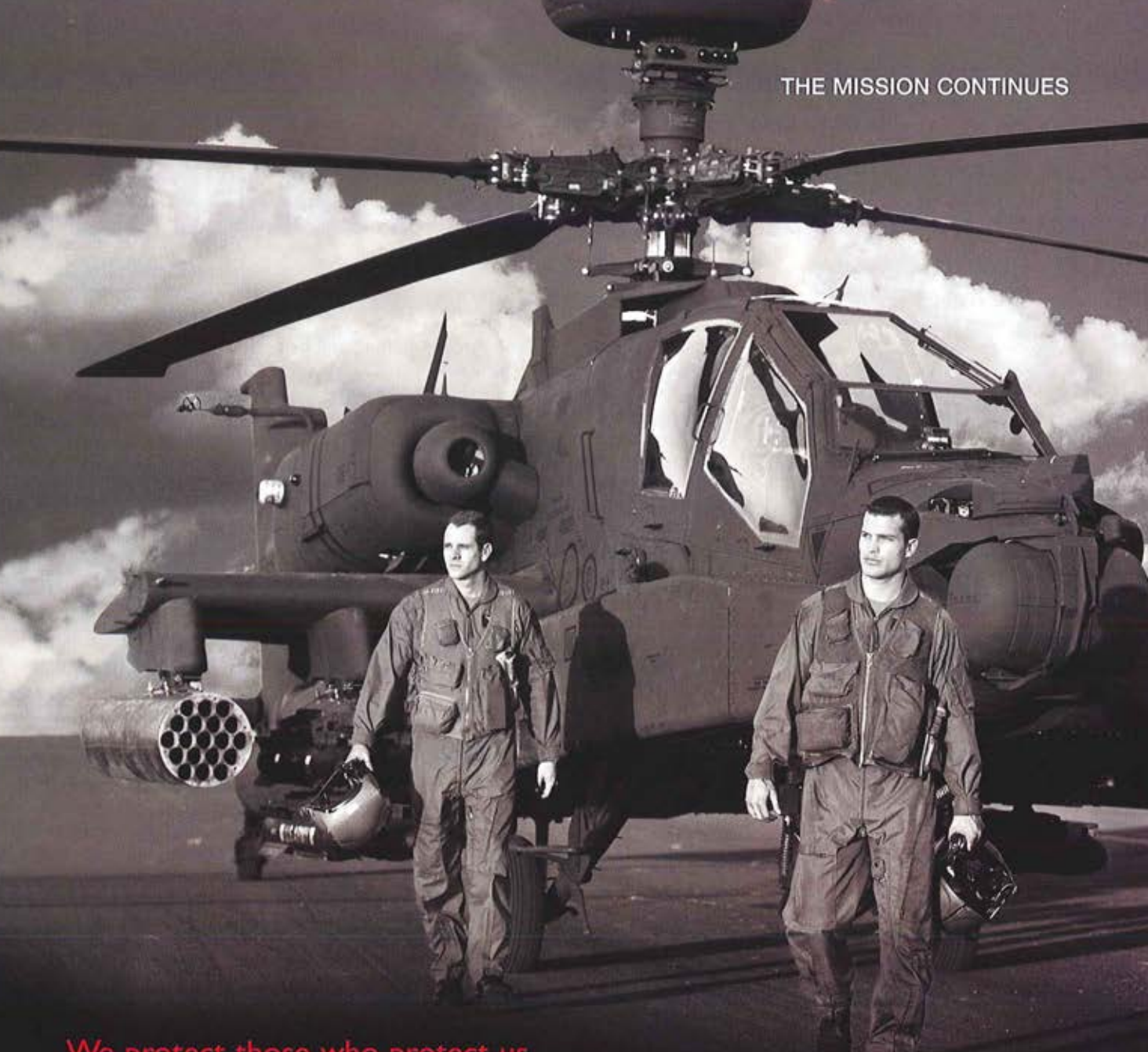
The "Eagle Team" at the National Training Center at Fort Irwin, Calif., provides the aviation observer/controllers (O/Cs) who monitor maneuvers at the sprawling desert training area. Our mission is to observe, control and train aviation brigades, battalions and companies during the planning, preparation and execution of simulated combat operations at the NTC. Our commander's intent is to ensure that rotational units leave the NTC ready to train at a much higher level of fidelity than before their arrival.

We accomplish this goal through teaching, coaching and mentoring our Army aviation counterparts, as well as by providing doctrinally based feedback derived from observations. Additionally, we have the professional responsibility to share our observations with aviation units throughout the Army so that all can benefit from various units' experiences at the NTC. And while we maintain strict rules of confidentiality in terms of by-name references to unit performance, we do maintain a file called "Trends" which is generic in nature and can be shared with outside organizations. These trends are areas and issues which routinely prevent units from successful mission accomplishment. Our efforts to increase distribution of NTC aviation trends have resulted in "The Front Line."

"The Front Line" is planned as regular feature in Army Aviation, and each article will spotlight a particular trend. The articles will be short, and will be targeted at warfighting organizations. Each month we will select a trend, discuss observations here at the NTC, and provide recommendations for units to consider in reversing the trend. Readers will note that our recommendations for trend reversal are not magic, high-speed tactics, techniques, and procedures (TTPs) known only to O/Cs. They are basic tasks and procedures well documented in existing doctrine, and which are easily implemented at the brigade/battalion/company level.

Among the topics we'll cover in the coming months are MDMP, Air-Ground Integration, Fire-Support Integration, Aviation Maintenance, Rehearsals, Risk Management, Maneuver, Gunnery, Perimeter Security, NBC Operations, FARP Operations, PCC/PCI, TACSOP and Air Volcano.

All of the trends will also be available on the Eagle homepage at www.irwin.army.mil/eagle/default.htm. We hope you find our future articles useful in your homestation training programs, and we would welcome any feedback you may have, which can be sent to eagle03@irwin.army.mil.



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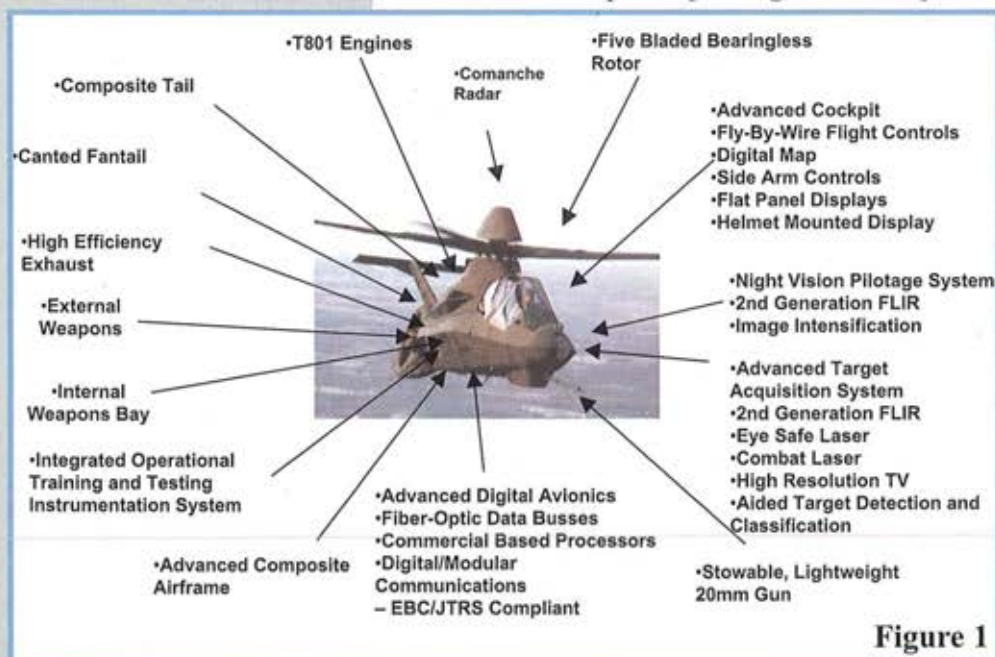
PEO Aviation: Looking to the Future

By MG Joseph L. Bergantz

The Program Executive Office, Aviation, and its programs are supporting the aviation branch chief as he leads Army aviation in the implementation of the Army's transformation to a lighter, more lethal force. From a material developer's perspective, Army aviation is positioned well to transition to this new force. Army aviation is rapidly deployable, lethal, survivable, sustainable, versatile, agile and responsive, which are key characteristics to the transformation. To achieve this end there are significant challenges for our three major platforms (RAH-66 Comanche, AH-64D Apache Longbow and CH-47 Chinook) as well as our communications/navigation and aircraft survivability equipment programs. Overcoming these challenges is key for the Army to ultimately establish a successful objective force.

Comanche

The objective force's first Objective Force System, Comanche, is the result of the synergy of science, technology, research and development, and will revolutionize the capabilities between land-force combatants. Indeed, Comanche will play a pivotal role in enabling our ground forces to maneuver "out of contact" to decisive points. [See Figure 1 below.]



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Comanche represents a fresh approach; it has not been stretched beyond design limits. Rather, the design embodies adaptive require-

ments of the 21st century. Further, Comanche is being designed around the soldier, maximizing the human dimension and making the soldier the centerpiece of the system. The objective is to allow the soldier to concentrate on warfighting rather than support tasks. We believe Comanche will change the way we organize, equip and train.

Apache

At the same time Comanche is pushing the envelope with the Objective Force, the Apache is significantly upgrading the current force. The Apache program is

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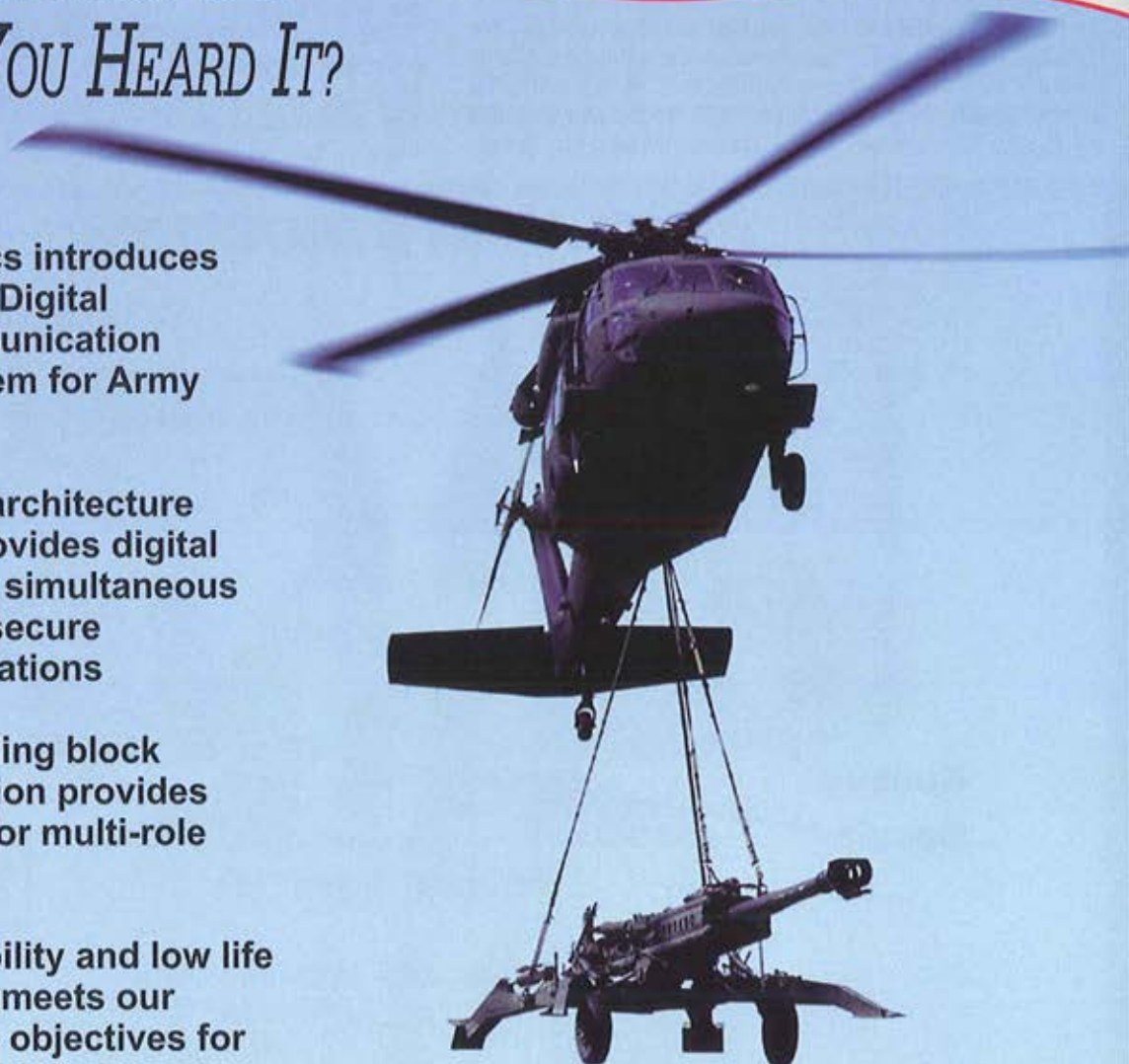
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coming to the end of the first 5-year multiyear (MY I) procurement of 232 AH-64Ds, and we have successfully fielded the 1st Battalion, 227th Aviation Regiment, and 2nd Bn., 101st Avn. Regt. The 1st Bn., 3rd Avn. Regt., is in collective training with IOC this month. [See Figure 2 below.]

So, what is the path ahead for Apache? We will continue to field the AH-64D, while also concentrating immediate efforts on reliability and sustainment (R&S) issues for both the AH-64A & D. Last October we signed the MY II contract with Boeing for remanufacture of an additional 269 AH-64Ds, for a fleet total of 501. In the same month we signed the contract with Lockheed-Martin for devel-

Chinook

The year 2000 was another exceptional year for the CH-47 Chinook Cargo Helicopter program. The Chinook remains the Army's heavy-lift workhorse, and system improvements — initiated and ongoing in 2000 — will enhance and sustain the Chinook's exceptional performance far into the future.

The Cargo Program Manager's Office (PMO) fielded two new products in 2000. The first, T55-GA714 engines, were fielded and First Unit Equipped (FUE) was achieved in the Connecticut National Guard last May. The T55-GA714 Engine Upgrade Program

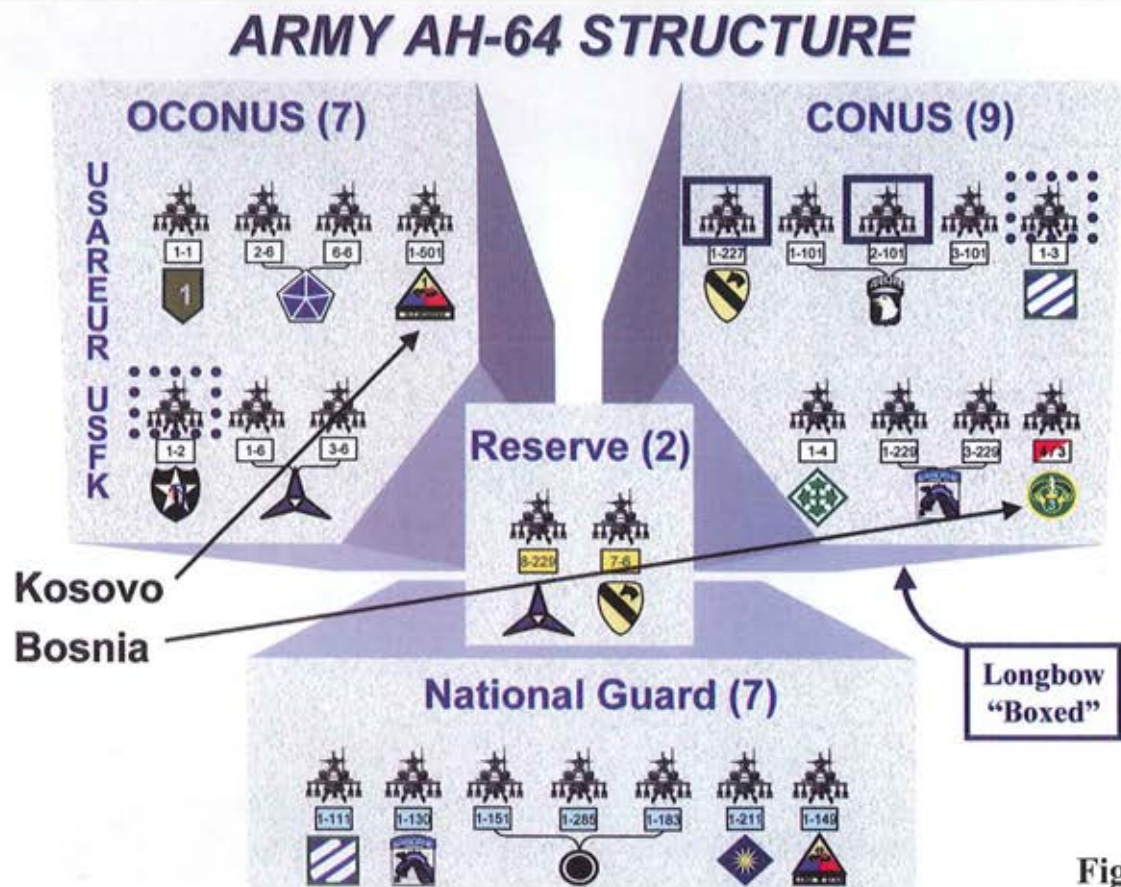


Figure 2

opment of the Modernized TADS/PNVS, which will incorporate advanced FLIR technology and enhance reliability of the system.

The Apache program has also budgeted and planned for the common and specific R&S fixes within the POM for both the AH-64A & D. Negotiations for the nonrecurring engineering efforts for R&S will occur within the MY II contract, and those fixes that are on the books and ready for insertion will begin to be applied. We will concentrate on the top 10 R&S cost and readiness drivers first. This maximizes return on our investment and most quickly reduces the soldier's burden. As the Apache leads the way for the Army's transformation, there has been significant good news in the past six months — the signing of the MY II contract, the signing of the Modernized TADS/PNVS contract, and the budgeting and scheduling of our critical fleet R&S fixes.

received production approval in 1999. The upgraded 714 engines increase performance, provide increased fuel economy and bring the Chinook back to its required load capability. [See Figure 3.]

The Cargo program also fielded the first Extended Range Fuel System (ERFS) II to the Connecticut Guard last April. The ERFS II provides the user 2,400 gallons of auxiliary fuel for worldwide deployment or for tactical forward-area refueling operations. [See Figure 4.]

The CH-47F Improved Cargo Helicopter (ICH) Product Office also made great strides in 2000. In just over one year the ICH went from Critical Design Review to final assembly of the first EMD aircraft. And following a successful flight-test program in 2001, the ICH program will begin production on the first of 300 CH-47F models. The CH-47F will carry the Army well into the 21st century and, in so doing, will increase sys-



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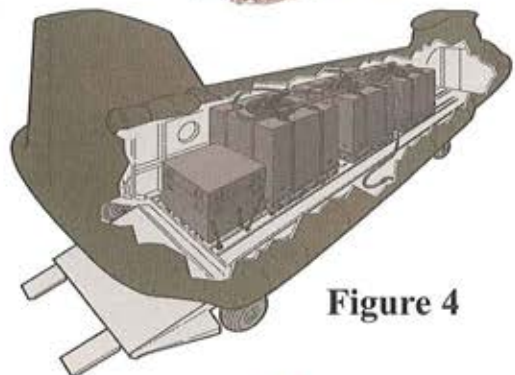
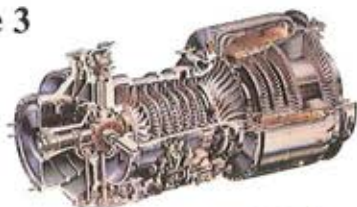


Figure 4

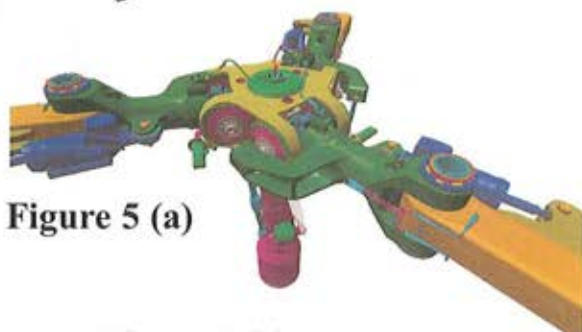


Figure 5 (a)

Figure 5 (b)

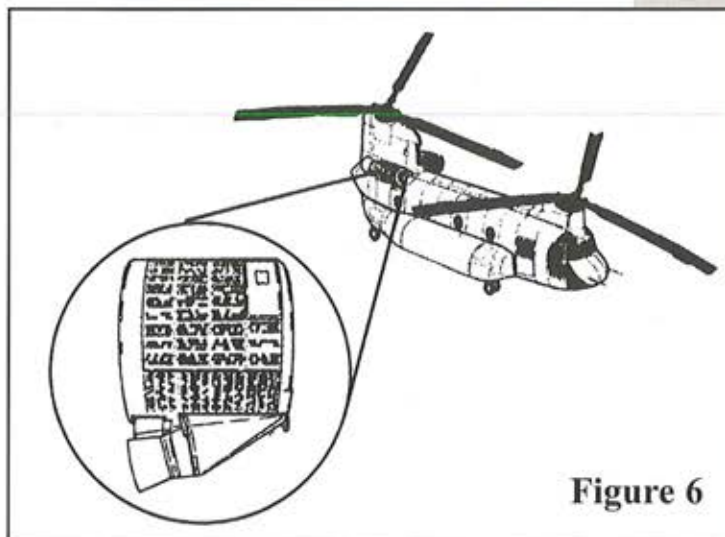


Figure 6

tem reliability, decrease O&S costs, provide a digital communications and navigation suite, improve survivability, enhance transportability and extend the aircraft's service life for another 20 years. [See Figure 5.]

The Cargo Helicopter program also continued development of the Low Maintenance Rotor Hub, which will significantly reduce the number two and three O&S cost drivers. In addition, development of the improved engine-air filtration system continues, while the Cargo program is also leading the way in the recapitalization of the Chinook fleet.

The CH-47 Chinook continues to fulfill the broad range of heavy-lift operations and the Cargo Helicopter PMO will ensure the Chinook remains the world's premier heavy-lift helicopter. [See Figure 6.]

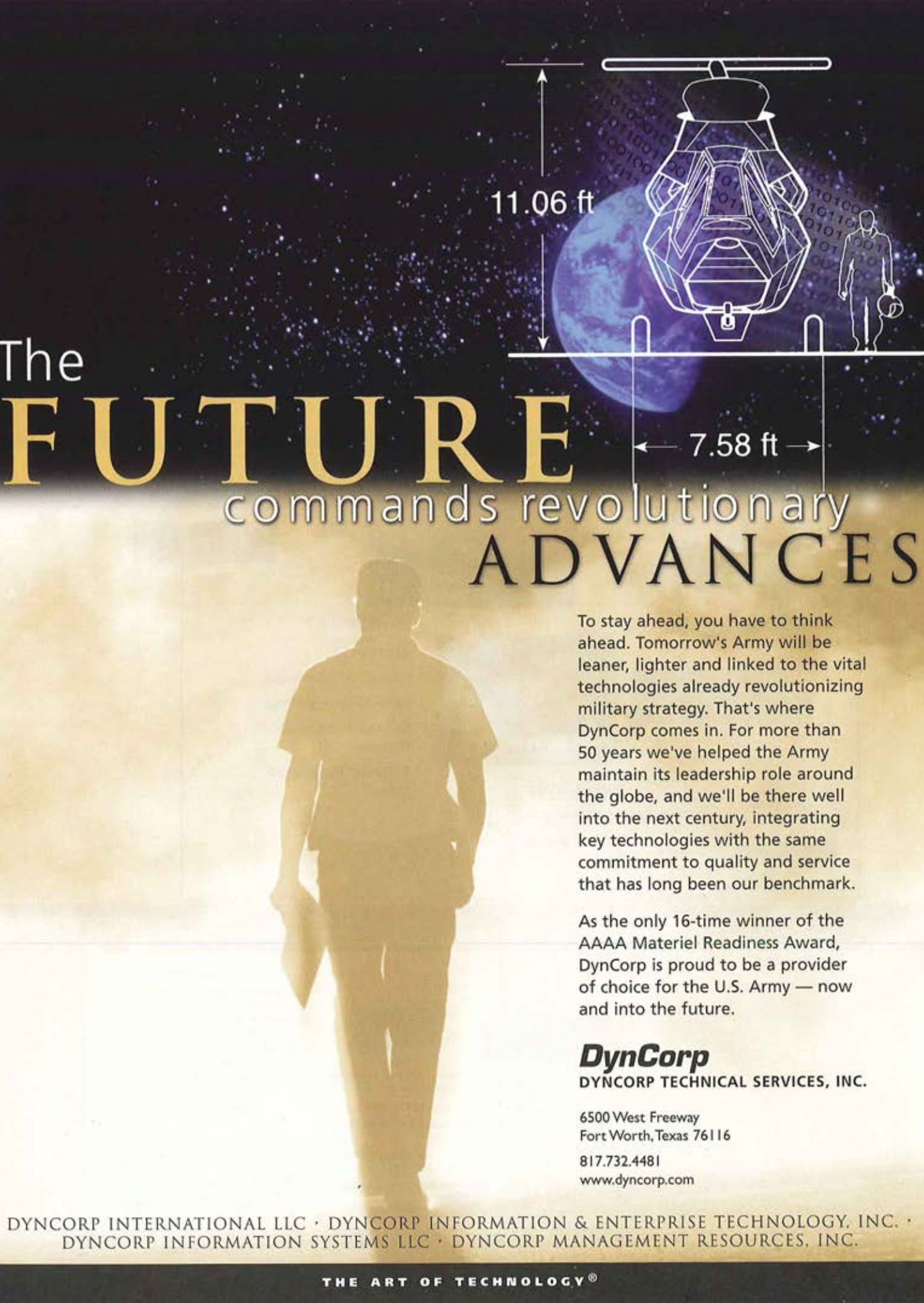
Aviation Electronic Combat

The Project Manager, Aviation Electronic Combat (PM AEC) develops, produces and fields highly capable and cost-effective aviation electronic systems. These efforts are the digital enablers that will optimize the effectiveness of the aviation platforms.

Among the common avionics systems managed by PM AEC are the AN/ARC-220 Non-Line of Sight High Frequency Radio; the Improved Data Modem (IDM), which serves as the aviation centerpiece for C4I connectivity and gateway to the tactical internet (TI); the Aviation Mission Planning System (AMPS), which provides the essential link between the aviator and the Tactical Operations Centers (TOC); and such products as the Doppler GPS Navigation System (DGNS), the Embedded GPS Inertial System (EGI), and the Joint Precision Approach and Landing System. These systems provide navigation information for worldwide flight operations and will have an integrated Global Air Traffic Management (GATM) capability. [See Figures 7 & 8.]

PM AEC is a key player in the Army Transformation Plan, providing the management needed to achieve incorporation of these advanced capabilities across Army aviation. It is PM AEC's mission to sustain, selectively upgrade and modernize its products in the current, interim, and objective weapon systems, and to develop and integrate optimal, state-of-the-art products to achieve total digitization and interoperability. This is accomplished in part by leading the implementation of Horizontal Technology Integration (HTI) within PEO Aviation.

To meet the Army's Objective Force, PM AEC is systematically and incrementally modernizing its products to increase the soldier's survivability and effectiveness. Additionally, PM AEC is leading the integration of the open-standards architecture Joint Tactical Radio System (JTRS) into all



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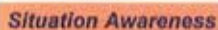
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Figure 7



Figure 8

AMPS 5.1 with Windows NT



- **Enemy Situation (ASAS)**
- **Friendly (MCS or Blue Agent)**
- **Battlefield Geometry**

AMPS 5.1

- ✓ Windows NT
- ✓ PowerPoint (Briefings)
- ✓ Word (Mission Orders)
- ✓ Excel (Synchronization Matrices)
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- Routes, Plans, & Orders
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Joint Tactical Radio System

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Wavelengths

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Migration Concept



Figure 9

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Army aviation platforms. The JTRS will replace several aging avionics systems, will contain multisystem functionality and will be backward compatible to legacy systems. [See Figure 9.]

Aviation Electronic Systems

The PM, Aviation Electronic Systems (PM AES), leads the way in aviation survivability, developing a family of integrated systems ready to counter the infrared, radio-frequency and laser-guided threats of today and tomorrow. PM AES is also a leader in the development of next generation Aircrew Integrated Systems and Aviation Survivability Life Support Equipment. [See Figure 10].

Advanced Threat Infrared Countermeasures/Common Missile Warning System (ATIRCM/CMWS) and the Suite of Integrated Radio Frequency Countermeasures (SIRFC) are successfully completing Engineering Manufacturing Development and are on course for a successful Limited Rate Production Decision in fiscal year 2002 and a Full Rate Production decision in 2003.

Fully integrated ATIRCM/CMWS system flights were conducted on the MH-60 and EH-60 Black Hawk last year, and the system is entering developmental and operational testing. When fielded in 2003, ATIRCM/CMWS will give Army aviators enhanced aviation survivability against a growing number of infrared (IR) guided threats. [See Figure 11.]

SIRFC radar warning and electronic countermeasures provide enhanced aircraft survivability against the growing worldwide threat of radio frequency (RF) guided systems. SIRFC provides the sensor fusion integration necessary to bring together RF, infrared (IR) and laser target data, providing information dominance to Army aviators. Last year, SIRFC successfully completed open-air flight test missions against actual threats using the AH-64D Longbow Apache. When fielding begins in 2002, SIRFC will be the system of choice in RF protection. [See Figure 12.]

PM AES and the Aircrew Integrated Systems (ACIS) PMO are charged with one of the most important tasks in

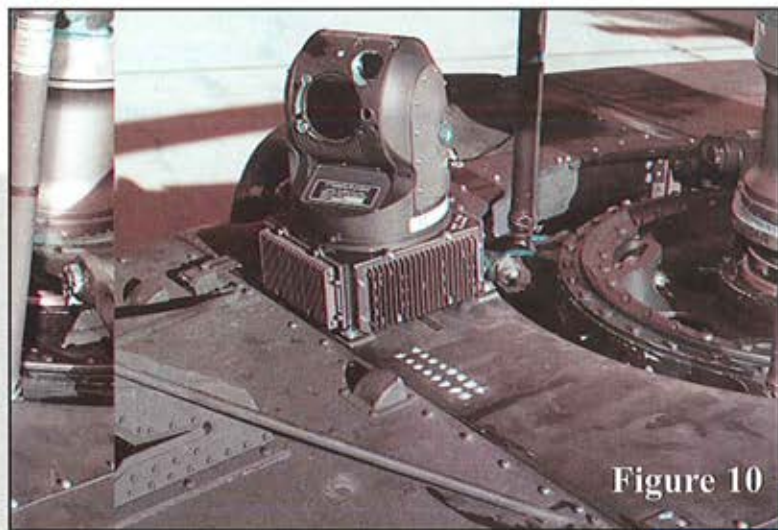


Figure 10

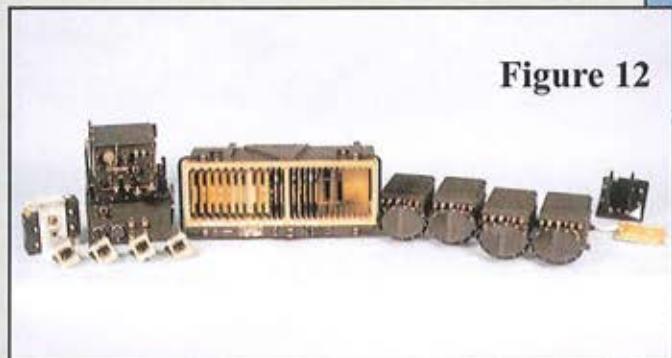


Figure 12



Figure 11

"The Pinnacle" lets me see the danger before it's too late."

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aviation material development for the Army's Transformation: the development of systems that enhance aircrew performance and safety. Your ACIS product-management team is excited to report great progress in the Air Warrior system, a system that will affect all Army aircrews.

The Air Warrior ensemble has been carefully designed to provide aircrews with a less bulky, lighter-weight life-support equipment solution that will increase the aircrews' freedom of movement and in-aircraft mobility, the ability to ingress and egress, and safety - especially during MOPP 4 operations in temperatures as high as 125°F. Critical Air Warrior items, such as improved laser eye protection and communications ear plugs, will be ready this year for aircrews, while the entire Air Warrior system has successfully undergone its critical design review and is headed towards testing and production. [See Figure 13.]

Figure 13



Conclusion

Army aviation soldiers are deployed worldwide, successfully flying point for the nation, and the Aircrew Integrated Systems Product Management Office is making sure that the most important aviation system, Army aircrew, continue to be the best equipped around the globe.

In summary, our branch is well positioned to respond to the goals of the transformation. Our current funded programs today will produce systems that will transform the way Army aviation fights the battle in the future. To ensure we stay on track with respect to the transformation, we must re-examine our warfighting doctrine to ensure it coincides with the future systems capabilities, and we must continue to fight for dollars from Congress to keep our programs on time and on target.



MG Joseph L. Bergantz is the PEO, Aviation, at Redstone Arsenal, Ala.

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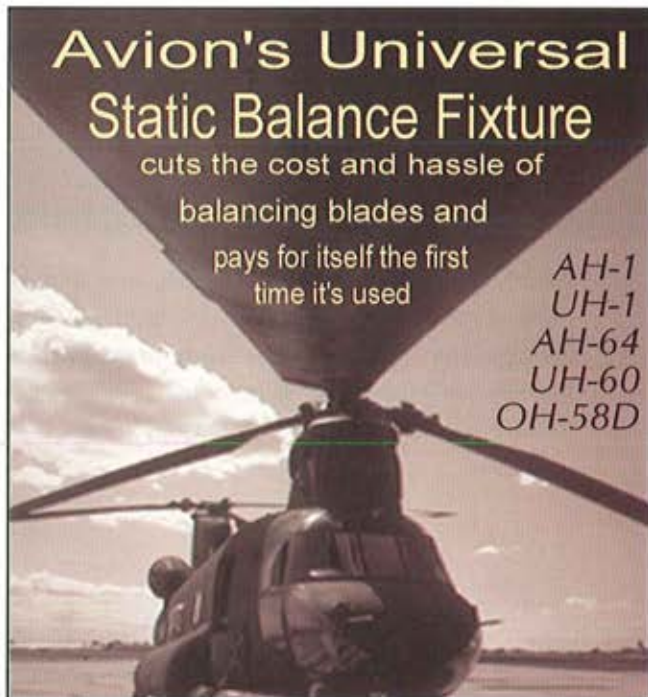
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Aviation in the Army Transformation: The Strategy for 2001 and Beyond

by MG Al Sullivan

It's hard to believe, but in two years, we will be celebrating the Centennial of Flight — an event that occurred in the "Tarheel" and "First in Flight" state.

Who could have ever imagined that two nondescript bicycle mechanics from Dayton, Ohio, would have set us on such a remarkable adventure.

Indeed, not only has the last year — since we survived the tornado in Fort Worth — been a remarkable adventure, but we also successfully confronted some truly challenging issues.

AMCOM and Transformation

Helping the U.S. Army Aviation and Missile Command meet future challenges, while maintaining excellence and materiel readiness, will be COL Barry M. Ward, our deputy commander for transformation.

Not only is Barry seeking cost-effective innovations, but he is also working to assure our modernization and recapitalization efforts stay on track. And along with our Integrated Materiel Management Center and our deputy for systems acquisition, Barry is working to divest the legacy fleet, thereby redirecting precious funds for those efforts.

Barry's recapitalization initiatives will provide combat-ready aircraft with dynamic and critical components that have been rebuilt, replaced or upgraded to a zero-hour baseline. This aircraft initiative is in the Army's top 10 priorities.

Aviation Modernization Execution Plan (AMEP)

Another materiel initiative, part of the Doctrine, Training, Leaders, Materiel and Soldiers (DTLMS) concept, AMCOM's AMEP is center stage at Redstone Arsenal, Ala.

Specifically, aviation modernization is centered on the Comanche, Longbow Apache and Improved Cargo Helicopter. Meanwhile, our recapitalization efforts are focused on the Chinook, the Black Hawk and the Apache. As modernization and recapitalization work continues to progress, AMCOM's sustainment mission continues in parallel with our divestiture plan for the Kiowa Warrior and the Huey.

provide our aerial reconnaissance, attack, utility and cargo fleets the capabilities needed for operating across the spectrum of conflict.

Division Capstone Exercise (DCX)

Another valuable learning tool is this month's Division Capstone Exercise (DCX) at the National Training Center at Fort Irwin, Calif. DCX will demonstrate Army aviation's "go-to-war" capability, and how digitization is key to Army Transformation.

"Aviation modernization is centered on the Comanche, Longbow Apache and Improved Cargo Helicopter".

Critical Path

In addition to working AMEP, however, I think that we're also headed in the right direction as we continue to implement the Aviation Modernization Plan.

Of course, the force structure in the Mod Plan is based upon Comanche being fielded as scheduled. So, AMCOM is, indeed, dedicated to supporting the PEO Aviation in this most important program effort.

What's more, the Comanche acquisition strategy will also see us procuring integrated and common-user information-management systems, embedded diagnostics and integrated electronic technical manuals.

Further, these efforts will go a long way toward helping us to manage aviation readiness in the future. Eventually, we hope to integrate logistical information management systems throughout all brigades and convert to the Comanche two-level support system.

Combined, these valuable tools will

The DCX will demonstrate the digital capability that enables Army aviation to bridge the gap to the objective force. What's more, DCX emphasizes the importance of supporting the recapitalization of our legacy force; that is, refitting and re-equipping today's premier fighting platforms for the digital future. Further, situational-awareness lessons learned from the DCX will provide us with a complete understanding of how we can build on the success of the Apache Longbow and the Kiowa Warrior interfacing through the Improved Data Modem to give commanders better battlefield visuals, thus making faster decisions.

Improved situational awareness will give us the unstoppable combination of increased combat lethality, survivability and battle tempo.

Key Enablers

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great strides toward merging our current systems for buying retail and wholesale items. AMCOM item managers are now able to process transactions in one system, compared to four previous systems, and to do so transparently to customers. The Single Stock Fund has simplified our work by combining financial and logistical actions.

AMCOM's Tactical Airspace Integration System will provide automated Army Airspace Command & Control Planning, A2C2S Operations and Air Traffic Services. It will assist planners with automated updates from joint Airspace Control Orders and AWACS.

I am also pleased to report that the Army Aviation Corridor of Excellence (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.

AACE's board of directors is also working to come up with a better way of understanding what drives Army aviation ownership costs.

AMCOM is also 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.

Future Strategy

Our National Rotorcraft Life Cycle Center of Excellence (NRLCE) promises to be another innovation that will serve the community well. The NRLCE will go a long way to helping

us assure the availability of capabilities and facilities to develop, produce and sustain our aircraft.

As we have learned all too well, not only have we lost many key technical experts, but also there is a dwindling pool of trained rotorcraft engineers and sustainment personnel. The NRLCE is geared to counteract this "double whammy," as well as to develop a cooperative effort to achieve our goals within current funding constraints.

We hope to have the center's conceptual design finished soon, with detailed design complete by the end of the year. Implementation of the center concept is scheduled for 2002, and I will provide the community updated information in a future issue.

Summary

AMCOM remains committed to facing and meeting future challenges by providing the very best product support and maintenance services possible.

The world's best soldiers deserve the best equipment. And the best equipment begins with the best technology, as well as 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 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 demand that the entire Army aviation community band together in vigilance and cooperation.

Working with MG Joe Bergantz and MG Tony Jones, AMCOM will continue providing the best possible support for aviation warfighters around the world.



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

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Task Force Talon: America's Moral Imperative

By COL William M. Jacobs, LTC Joseph P. Mudd and 1LT Jeff Crews

Imagine yourself alone and scared. Your body is convulsing from the pain and cold. Frantically adrift, you fear falling asleep. They are out there, in the dark, hunting for you. You are vulnerable, an Army of one. As your mind drifts you are comforted and secure in the thought that you have not been forgotten and that someone will come for you. The despair and isolation you feel slowly subsides as you hear the sound of approaching helicopters. As the squelch breaks on your PRC-112 survival radio, "Warfighter 24 this is Talon 16, over" excitement overwhelms you as you fight to respond, "Talon 16 this is Warfighter 24, thank God you came, over."

Compelling Need

This sounds like the thrilling end to a riveting book. In reality, this could be the terrifying situation any soldier today might face. The number of military operations across the spectrum the United States is engaged in is increasing, and with them the chance that one of our own could become involuntarily isolated and in harm's way. In this event, a well-prepared personnel recovery plan exponentially increases an isolated individual's chance of recovery.

"Personnel Recovery (PR) is the aggregation of military, civil, and political efforts to obtain the release or recovery of personnel from uncertain or hostile environments and denied areas whether they are captured, missing, or isolated. That includes U.S., allied, coalition, friendly military or paramilitary, and others as designated by National Command Authorities. PR is the umbrella term for operations that are focused on the task of recovering captured, missing, or isolated personnel from harm's way. PR includes, but is not limited to, theater search and rescue; combat search and rescue; search and rescue, survival, evasion, resistance and escape; evasion and escape; and the coordination of negotiated as well as forcible recovery options. PR can occur through military action, action by non-governmental organizations, other U.S. government-approved action, and/or diplomatic initiatives, or through any of these."

—Approved for inclusion in Joint Pub 1-02

During the 1990s the U.S. Army came face to face with the grim reality that, as a component, we were neither prepared nor capable of conducting PR operations. The Air Force and other recovery assets could no longer provide unlimited coverage across the entire depth and breadth of the battlefield. The Army lacked the force structure, doctrine, equipment and training to meet the myriad of requirements for conducting full-spectrum PR operations. Preserving the life and well-being of the soldiers who are placed in harm's way while defending our nation's interests is and must remain one of our highest priorities. We must therefore be prepared to execute combat search and rescue (CSAR) and PR operations throughout all phases of an operation, from initial entry to redeployment.

Personnel Recovery Directive

It was Department of Defense (DOD) Directive 2310.2 (June 1997, "Personnel Recovery") that mandated each component the responsibility for conducting PR operations in support of its own forces. In addition, each component would be prepared to assist in joint/combined operations. Additional guidance was provided in Commander, Joint Chief of Staff Instructions (CJCS) 3270.01 (July 1998, "Personnel Recovery Within DOD").

In accordance with this guidance, GEN William F. Kernan, then commander of XVIII Airborne Corps and Fort Bragg, N.C., set out to establish a "seamless CSAR architecture" by 2003. With this goal in mind, he then directed COL William M. Jacobs, the commander of the 18th Aviation Brigade and corps aviation officer, as the executive agent to design, develop, implement and execute search and rescue (SAR) and CSAR procedures in order to meet DOD Directive 2310.2, CJCS Instructions 3270.1 and XVIII Abn. Corps' worldwide contingency-mission requirements.

Jacobs set out immediately to provide PR support for XVIII Abn. Corps by establishing a SAR/CSAR team to staff all actions related to the development of this critical mission. The initial staff process provided a starting point

and formulated a three-phase plan for mission accomplishment.

During Phase I, staff members worked aggressively to assess both their specified and implied tasks. In very little time they concluded that providing successful PR support would require development in three specific areas: development of SAR/CSAR forces, education of High Risk of Capture (HRC) personnel, and implementation of a Corps Rescue Coordination Center (CRCC).

In order to develop a SAR/CSAR force, we began by assessing what assets were available and capable of conducting the mission. We determined that the primary recovery platform would be the UH-60L. Further research suggested that aircraft modifications would be necessary to vastly improve mission success rate. With Jacobs' hands-on knowledge and experience the staff quickly designed a prototype aircraft that would exponentially enhance the chance of a successful recovery operation. Some of the modifications made to the aircraft include Terrain-Following/Terrain-Warning (TFTW) radar, color weather (WX) radar, GPS, Pilot Locator System (PLS) and specialized extraction equipment. Additionally, all missions are planned to fully integrate other XVIII Abn. Corps enablers (Corps LRS, G2 collection assets, etc.)

Similar to the conductor of an orchestra, the CRCC synchronizes the efforts of many different cells in a single effort to successfully recover isolated individuals.

"A Rescue Coordination Center is a primary facility suitably staffed by supervisory personnel and equipped for coordinating and controlling search-and-rescue and/or combat-search-and-rescue operations. The facility is operated unilaterally by personnel of a single service or component."
—Joint Pubs 1-02 and 3-50.2

The CRCC is staffed to conduct 24-hour operations with two shifts of at least five personnel each. This cell is the focal point for all PR operations and information within the XVIII Abn. Corps. The CRCC had its debut during the 82nd Warfighter exercise in March 2000. It was located within the Deep Operations Coordination Center (DOCC). This allowed for immediate and precautionary SAR/CSAR to be thoroughly planned and coordinated in the most rapid and effective manner. Throughout the process, they must maintain connec-

tivity and a close relationship with the higher-echelon CSAR center [Rescue Coordination Center (RCC) or Joint Search and Rescue Center (JSARC)].

Program Refinement

After the 82nd WFX, several observations were apparent. First, the SAR/CSAR force was appropriate; second, the airframe modifications were necessary; third, the training and education is essential; fourth, the DOCC is the location of choice for the CRCC; and fifth, the fluid/dynamic coordination/communication is essential to mission success. With renewed vigor the staff set out to refine procedures; write standing operating procedures (SOPs); prepare tactics, techniques and procedures; further PR education; and reassess our capabilities during Phase II.

Several actions were immediately taken. Every HRC-identified soldier in the 18th Avn. Bde. completed an Isolated Personnel Report (ISOPREP). The brigade directed regular Combat Lifesaver Courses for as many soldiers as possible. An Order of Merit List (OML) was established for PR-related courses. Aviators began receiving more advanced training, including the dunker, HEEDS, deck-landing qualification (DLQ), SERE B, SERE C and more.

Within a few months of initiating Phase II, Kernan turned over command of the XVIII Abn. Corps and Fort Bragg to LTG Dan McNeil, and was then immediately appointed as the joint forces commander (JFC). As such, he became the DOD executive agent for PR. The JFC, through the Joint Personnel Recovery Agency (JPRA), is responsible for doctrinal development, training and integration of service capabilities to maximize and synchronize assets in support of theater forces.

After taking command, McNeil re-emphasized the importance of building a self-supporting force readily capable of supplementing current existing forces. With the corps focusing on worldwide contingency operations as either a component commander or as the JFC, flexibility and adaptability remain key. Doctrinally, the JFC has overall responsibility for all theater PR. Coordinating this will be the Joint Search and Rescue Center (JSRC). The CRCC works directly with the JSRC for tracking and coordination of all PR incidents. Additionally, the corps' SAR/CSAR forces are prepared to support the JSRC as necessary to support the theater mission.



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Key soldiers from the 1st Battalion, 58th Avn. Regt., attended PR 101 (Introduction to PR), PR 301 (Plans and Operations) and the Joint Combat Search and Rescue Coordinators Course (JCSARCC). Upon their return they absorbed the total responsibility for CRCC operations. Within weeks they produced a rough-draft SOP and began training other personnel in CRCC operations.

At the same time, Company B, 1st Bn., 171st Avn. Regt., was assigned the SAR/CSAR mission and began putting on paper the tactics, techniques and

procedures (TTPs) for flying SAR/CSAR missions. This was the birth of Task Force (TF) Talon. In addition to the UH-60s from 1st Bn., 159th Avn., the TF included AH-64s from 229th Avn. and long-range surveillance (LRS) teams from the 525th Military Intelligence Bn. The LRS teams provide security and recovery upon arrival at the pick-up zone (PZ), while the AH-64s provide over-watch and security from the air.

TF Talon continued on page 58

The Black Hawk Road Show

By SGM Joseph W. Shabbott



An innovative approach to MOS training continues to produce qualified UH-60 maintenance personnel throughout the National Guard. Officially known as the UH-60 External Training Team, it is more commonly referred to as the "Road Show."

Beginning in 1996, the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va., working in conjunction with the Eastern Army National Guard Aviation Training Site (EAATS) and the U.S. Army Aviation and Missile Command (AMCOM), took the 67T20/30 Transition Course to the home states of the National Guard units. Aviation units turning in UH-1 aircraft and modernizing with the UH-60 Black Hawk had an immediate training requirement to transition maintenance personnel from MOS 67N to MOS 67T.

Using the unit's aircraft as training devices, a team of two instructors from USAALS conducts the 67T20/30 Transition Course in the unit in eight weeks. The course mirrors the resident 67T20/30 Transition Course. The in-

structor team provides all course materials, including technical manuals, computers and projection equipment required to establish a classroom environment. The unit provides UH-60 aircraft and Class IX items to support equipment requirements in accordance with the current program of instruction.

One significant difference in the course is the use of flyable aircraft as training devices. Students trained at the USAALS complete the same classes and hands-on practical exercises using Category B maintenance trainers. The intensity and realism of training are higher in the Road Show course simply because the students train on operational aircraft.

"Watching the aircraft fly away at the conclusion of training gives both the soldier and the instructor a tremendous sense of satisfaction," said Mr. Thomas L. Gaither, a USAALS UH-60 training specialist and former Road Show instructor. At the conclusion of each course, the aircraft are completely reassembled and ready to return to a fully mission-capable status. Frequent-

ly, personnel availability permitting, training incorporates the maintenance operational checks and maintenance test flight.

Since USAALS began conducting the Road Show course in 1996, the initiative has produced more than 300 67Ts, completing approximately 45 classes in 27 states. While the full-time technicians in the National Guard units are the target population, the active component has benefited on three occasions: one each at Fort Wainwright, Alaska; Fort Ord, Calif.; and Fort Riley, Kan.

Currently, Mr. Nolan Billiot serves as senior instructor for the Road Show. He has been involved in the program as an instructor since 1996, longer than any instructor past or present. Extensive travel requirements increase the demands on instructors to a level much higher than the instructors of resident courses. All former instructors had extensive experience with the Black Hawk, and several continue to train soldiers in one of the resident courses.

The UH-60 External Training Team increases training opportunities for modernizing units. With resident course seats at a premium, the Road Show provides a viable alternative course of action for units to satisfy their training requirements. Additionally, the benefits of realistic training on operational aircraft and reduced temporary duty time for assigned personnel contribute to the ongoing success of this program.

For additional information on the UH-60 External Training Team, contact Mr. James Fahey, AMCOM, New Equipment Training, (DSN) 746-9540 or commercial (256) 876-9540; or Mr. Ray Jarman, Deputy Director, Department of Aviation Systems Training, USAALS, (DSN) 927-4370, ext. 222, or commercial (757) 878-4370, ext. 222



SGM Joseph W. Shabbott is the sergeant major for USAALS's Department of Aviation Systems at Fort Eustis, Va.



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Sharing the Legacy of Army Aviation

By Sean M. Brady

It's just another "Red Haze" mission to the crew of the OV-1B Mohawk as they patrol the mission area looking for the heat signatures of the enemy's early morning cooking fires. Soon, however, a suspicious site is found and the local air cavalry squadron commander decides to send in a "Pink Team" to investigate.

The "White Team," represented by an OH-6 light observation helicopter (LOH), hovers out of sight behind the trees, its blades beating like a quiet metal insect. The "Red Team," represented by an AH-1 Cobra, loiters high overhead like an eagle. Suddenly, the LOH emerges, identifies the suspicious site as an enemy position, and alerts the Red Team. The enemy spots the LOH and opens fire, the sound and flashes from their weapons apparent, but the Cobra is already diving for the attack, perforating the enemy positions with long bursts of 20mm cannon and rocket fire that roll across the scene with a terrible thunder.

Flying above the action, the Army forward air controller calls in artillery strikes on the enemy from his L-19 and directs an infantry "Blue Team" to air assault onto the scene. Multiple howitzer shells fall upon the enemy position with loud explosions, pinning the troops down as the deep throbbing of the UH-1 Hueys becomes audible in the distance. Amid the stirring score of Wagner's "The Ride of the Valkyries," the UH-1s touch down near the enemy position, their door guns chattering loudly as their sky soldiers dismount. A furious fire-fight erupts, with automatic weapons fire and grenade explosions rocking the field from both sides. But the air assault is successful and the enemy is overrun. Immediate resupply is called for and accomplished by a low-level airdrop out of a CV-2 Caribou.

Though this sounds like a typical air cavalry action in Vietnam, these events did not happen during 1969. They occurred in 2000 at the Experimental Aircraft Association (EAA) Oshkosh Air Show, the largest annual aviation event in the world with an estimated attendance of 950,000 people. As Lee Greenwood sang about the pride in being an American,

many members of the audience stood with their hands over their hearts and sang along. And as the historic flyable Army aircraft paraded past the audience in review, there was a visible interest and emotion in their eyes.

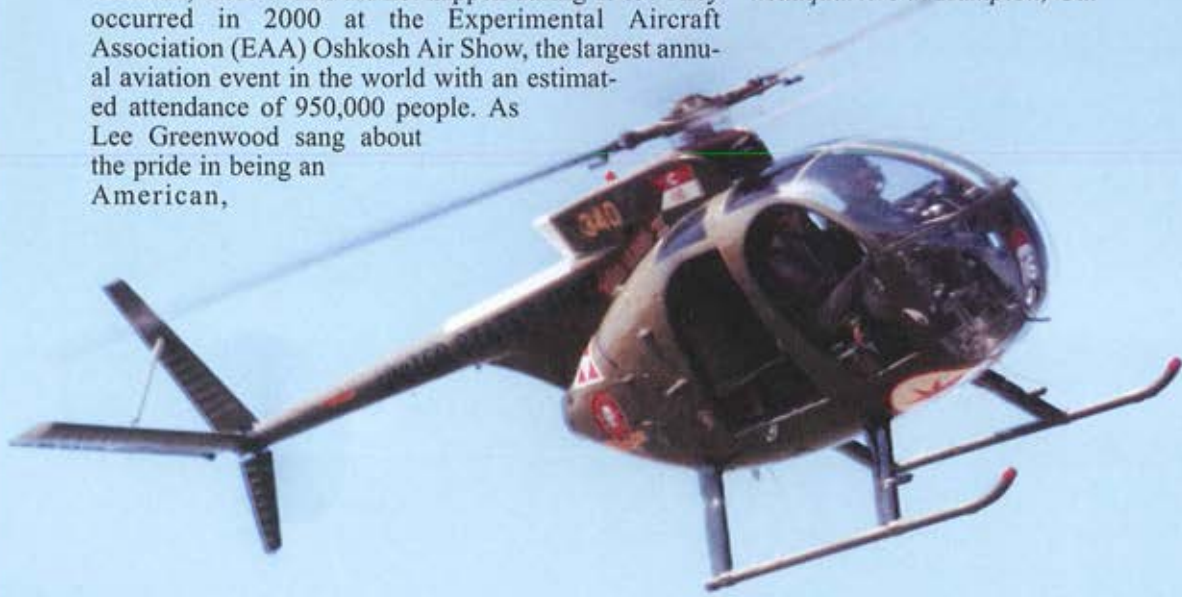
To the all-volunteer members of the Army Aviation Heritage Foundation (AAHF), the first known representative of Army aviation to have ever been asked to be a part of the official air show program at Oshkosh, this tremendously positive reaction by the American public represents their reason for being. With more than 600 members located across the United States operating 22 flyable historic Army aircraft, the AAHF has dedicated itself to educating and inspiring the American public to the legacy of Army aviation, the Army and their country.

And to date it has been tremendously successful. The AAHF has already brought the story of Army aviation to more than two million people since 1999, and has secured a commitment to reach an additional two million people during 2001. But such numbers are only a part of the AAHF's growing effort to bring the story of Army aviation to the American people.

Anyone who shares the AAHF's desire to share the story of Army aviation can become a member or help support our efforts. Please visit the foundation's display at the 2001 Army Aviation Association of America Convention (located adjacent to the 160th Special Operations Aviation Regiment pavilion), visit our website at www.armyav.org, or call (770) 897-0444 for more information on the AAHF. And look for us again in future issues of Army Aviation.



Sean M. Brady, son of founding AAHF member MG Morris J. Brady (Ret.), works with the foundation at its headquarters in Hampton, Ga.





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146	146
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142	142
140	140
138	138
136	136
134	134
132	132
130	130
128	128
126	126
124	124
122	122
120	120
118	118
116	116
114	114
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56	56
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48	48
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42	42
40	40
38	38
36	36
34	34
32	32
30	30
28	28
26	26
24	24
22	22
20	20
18	18
16	16
14	14
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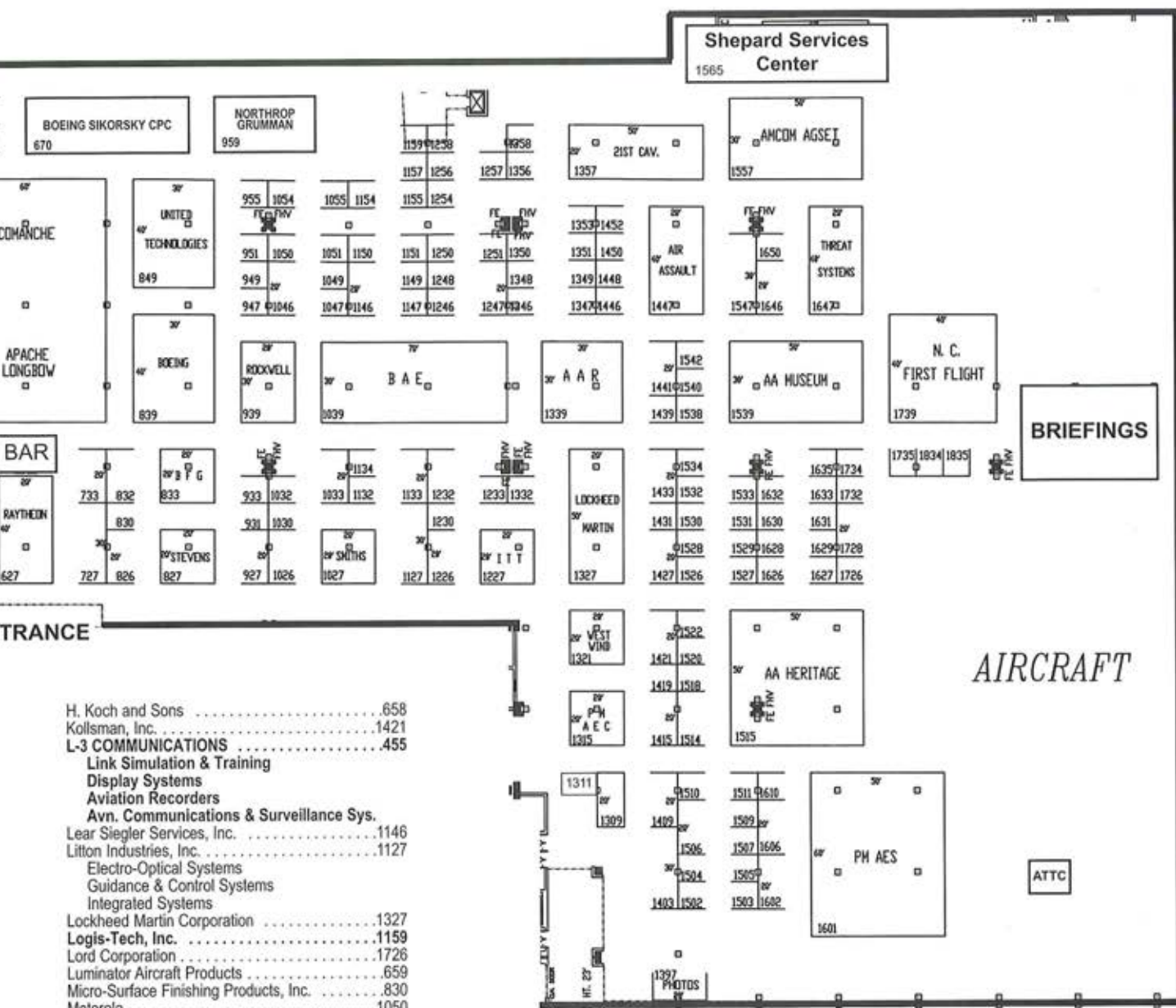
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Vietnam Helicopter Pilots Association	150
Vietnam Helicopter Crew Members Assoc. (VHCMA)	148
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PM Aerial Common Sensor	1409

PM Aviation Electronic Systems (AES)	1601
Special Operations Forces Sup. Actvty (SOFSA)	255
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U. S. Army Aviation & Missile Command	1557
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Survival Radio	
USAMC Logistics Support Activity (LOGSA)	1505
USA Operational Support Airlift Agency (OSAA)	1514
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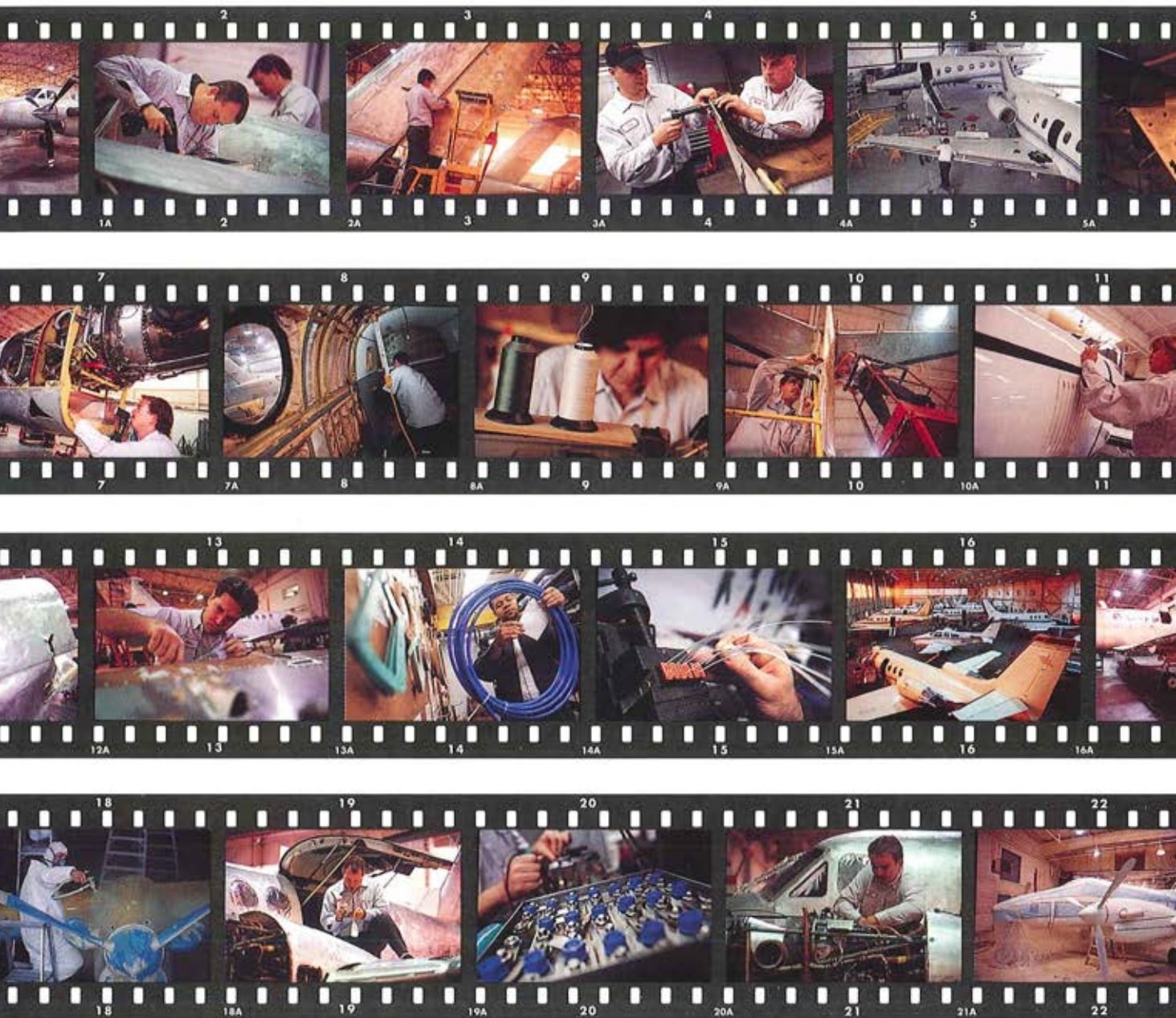


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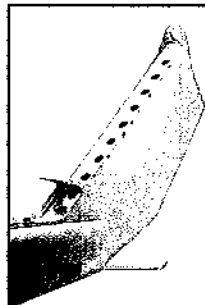
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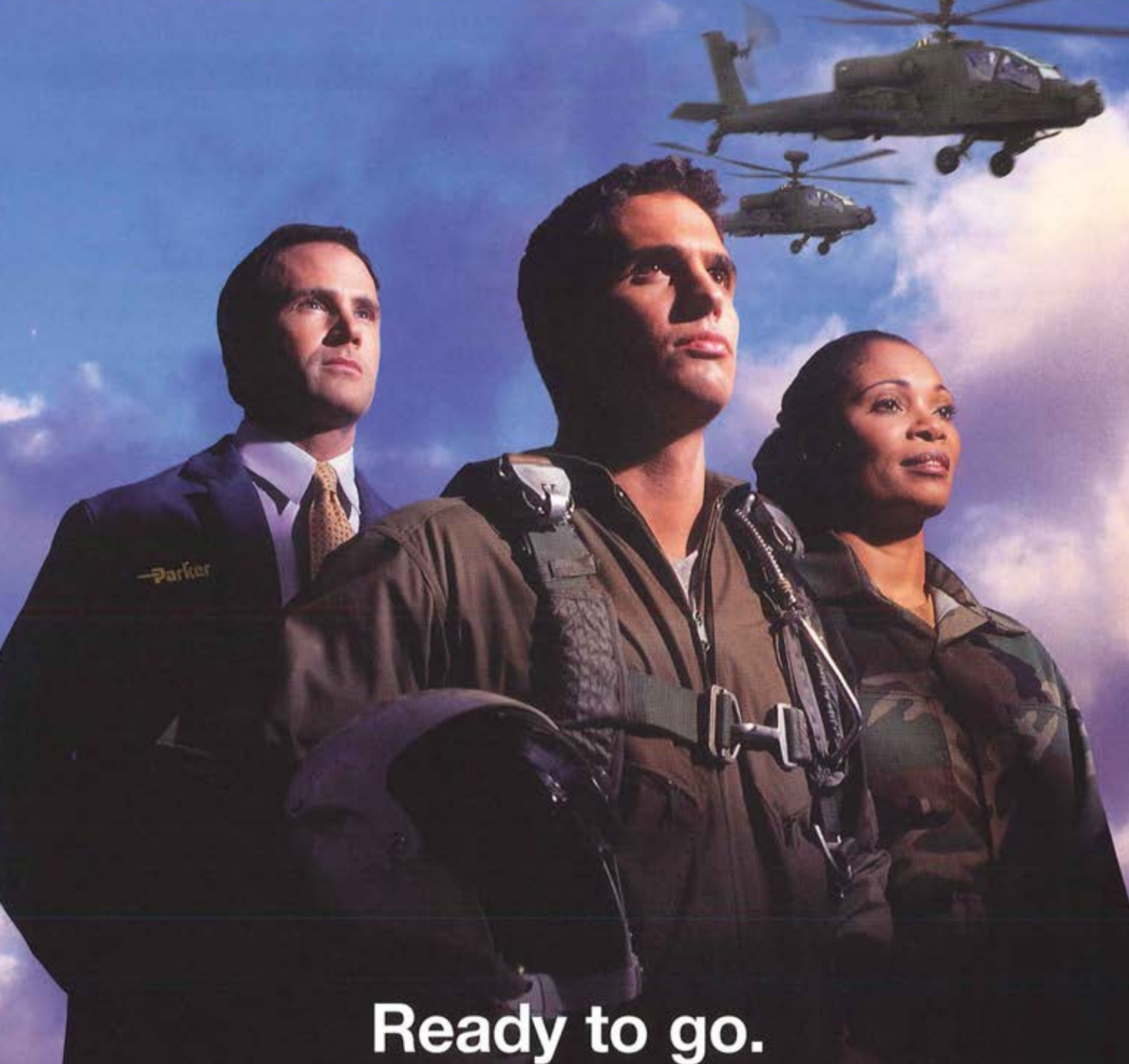
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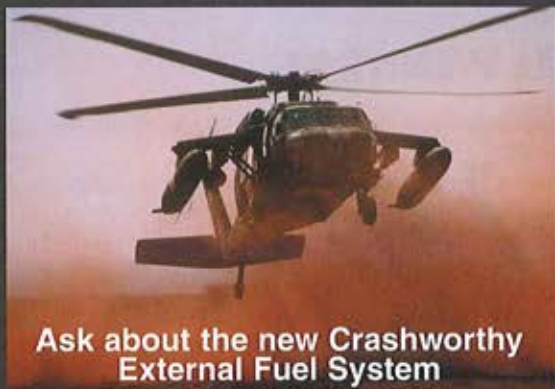
As of March 1, 2001, membership in AAAA 62 Chapters totalled 11,681 members, or 8% of the Association's 13,651 members. The Chapters are divided into three categories.

* The Master Chapter category includes the largest Chapters with 170 or more members and covers 8,562 members.

** The Senior Chapter category of 15 Chapters having 25-79 members, equalling 1,647 members.

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Outstanding Aviation Unit (Army) Sponsored by The Boeing Company, 1st Battalion, 58th Aviation Regiment, Fort Bragg, N.C.

The year 2000 demonstrated that the 1st Bn., 58th Avn. Regt., is strategically responsive, deployable, versatile, agile, survivable and sustainable — as well as representing the best of the best in Army aviation. During the award period the unit participated in critical small-scale contingency and stability operations; deployed personnel and assets to the Balkans and Southwest Asia; undertook numerous training center rotations; and participated in a variety of joint and combined exercises.

In addition, the battalion was selected as the first air traffic services (ATS) unit to train on, maintain and receive the cutting-edge Tactical Airspace Integration System. Moreover, the battalion was one of the first in the Army to successfully incorporate multicomponent units at the company level — in its case, transitioning two ATS companies from all active Army to mixed active and National Guard.

The 1st Bn. successfully accomplished all of these missions and specialized taskings despite numerous challenges, the most critical of which was the Armywide shortage of MOS 93C air traffic controllers. The unit's ability to overcome such obstacles and excel in its mission make it an excellent example for the Army, and fully justify its selection as the active duty Outstanding Aviation Unit of the year.



LTC Matthew
S. Maney



CSM Marshall
A. Banks

Outstanding Aviation Unit (USAR) Sponsored by Honeywell, 5th Battalion, 159th Aviation Regiment, Fort Eustis, Va., and Fort Lewis, Wash.

One of only two heavy helicopter battalions in the Army Reserve, the 5th Bn., 159th Avn. Regt., consists of HHC and Co. B at Fort Eustis and Co. A at Fort Lewis. During the award period the unit flew more than 3,000 accident-free hours, an OPTempo rivaling that of many active-component CH-47D units.

The battalion's operations were many and varied during 2000. In addition to normal training, the unit flew a variety of missions in support of the Department of Defense and other federal and state agencies. These included support of the Army's Airborne Special Operations Test Directorate; I Corps and the 1st Special Forces Group; the Marine Corps' V-22 Osprey flight test program; and the Marine Corps Warfighting Laboratory's Combat Development Command. Among the unit's most important missions in support of state and local agencies were the fire-suppression mission at Yakima Training Center, Wash., and the high altitude search-and-rescue missions flown in and near Mount Ranier National Park in support of the National Park Service.

Operating across a variety of environments under some of the most challenging conditions aviators can face, the men and women of the 5th Bn. repeatedly demonstrated both skill and determination in support of the Army, their local communities and the nation.



LTC Kevin M.
Kepler



CSM Kent C.
Robinson

Outstanding Aviation Unit (ARNG) Sponsored by Honeywell, 1st Battalion, 189th Aviation Regiment, Helena, Mont.

The Army National Guard's 1st Bn., 189th Avn. Regt., was busy during the award period. Headquartered in Montana but having companies in Idaho, Utah and Arizona, the battalion deployed worldwide in support of federal and state operational activations and state training missions.

The year started with the battalion planning for deployment to El Salvador in support of Exercise New Horizons 2000. The unit initially deployed three UH-60s, a variety of ground vehicles and 35 personnel to El Salvador, but during the course of the four-month exercise nearly 85 percent of the unit's members participated in the mission.

Even while carrying out the New Horizons mission, the 1st Bn. 189th Avn. Regt., was preparing to deploy aircraft and personnel to Kuwait in support of Operation Desert Spring for a year long mission. This preparation was carried out despite the summer activation of the entire unit to fight the forest fires that raged through the western United States. By the end of the fire season the unit had flown more than 977 hours, dropped 2.6 million gallons of water and transported more than 1,000 people. The initial 6 month deployment of unit personnel and aircraft to Kuwait occurred in July with follow-on preparations continuing unabated throughout the fire season, for the second 6 month rotation.

Throughout the award period the 1st Bn. demonstrated that it is a highly trained, highly motivated and highly competent organization, one in which the Army and the nation can take immense pride.



COL William S.
McArthur, Jr.

Robert M. Leich Award

Sponsored by Northrop Grumman Corp. ESSS
COL William S. McArthur, Jr.

Though long a luminary in Army aviation — a master aviator with more than 4,000 hours in 37 types of aircraft, as well as talented leader and tactician — COL William S. McArthur Jr. truly excelled in 2000 by bringing international honor and distinction to Army aviation through his activities as an astronaut.

A veteran of three space shuttle missions, McArthur captured the world's attention during mission STS-92 in October when he undertook space walks totaling more than 13 hours. During the 13-day flight he and three fellow crew members attached the Z1 Truss and Pressurized Mating Adapter 3 to the International Space Station (ISS) using the shuttle *Discovery's* robotic arm and performed four space walks to configure these elements. This expansion of the ISS opened the door for future assembly missions and prepared the station for its first resident crew.

Based on his capstone performance in 2000, McArthur has been selected to head NASA's ISS training and operations activities in Star City, Russia, after which he will begin training for a long-duration ISS mission. His impact on the American space program, and the goodwill his activities have earned for both the Army and the nation, are incalculable.

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AAAA NATIONAL AWARD WINNERS



Aviator of the Year Sponsored by Sikorsky Aircraft Corporation

CW3 William C. Ragsdale, Company C, 1st Battalion, 160th Special Operations Aviation Regiment, Fort Campbell, Ky.

As an MH-60L and MH-60K pilot and company Standardization Instructor Pilot, CW3 William C. Ragsdale developed, executed and supervised a flexible aviation-training program for a unit that routinely deployed worldwide to conduct special operations aviation missions in high-risk conditions and all flight environments.

His demanding and highly challenging roles consistently proved Ragsdale to be an extremely talented leader, a disciplined special-operations aviator and an expert trainer respected by his peers. In addition to his other duties as pilot, SIP, and assault and attack flight lead, during the award period he was selected to plan two National Command Authority-directed contingency plans and to execute many joint operations and training exercises.

Ragsdale is the consummate professional aviator and possesses a rare depth of special-operations aviation knowledge and experience. His talents and abilities directly contributed to his unit's readiness and operational success, and his dedication to mission completion, to soldiers, to personal excellence and to Army aviation mark him as the 2000 Aviator of the Year.



Aviation Soldier of the Year Sponsored by Bell Helicopter Textron

SSG Melissa M. Mendoza, Headquarters & HQs. Company, Aviation Training Brigade, Fort Rucker, Ala.

SSG Melissa M. Mendoza's selection as Aviation Soldier of the Year for 2000 recognizes the skill, professionalism and dedication she repeatedly demonstrated during the award period.

Owing to a shortage of officer manpower within the Aviation Training Brigade's S-3 section, Mendoza, a junior staff sergeant, was appointed the brigade flight operations officer — a position normally held by a senior warrant officer. She was responsible for the management of training assets and resources consisting of four base fields, 12 stage fields, an aerial gunnery range, 112 leased remote training sites, more than 700 instructor pilots and some 550 aircraft. She was also responsible for the brigade's search-and-rescue program and the Aviation Pre-Accident Plan, and assisted the brigade S-3 with any and all functions pertinent to safe and efficient brigade operations, including air traffic control functions, procurement of new aircraft and systems, and operational troubleshooting.

In each of her challenging assignments Mendoza has consistently excelled, winning the respect of both peers and superiors. She is dedicated to the success of the brigade's mission — producing the world's best aviators — and is an excellent example of the quality and dedication of aviation NCOs.



Joseph P. Cribbins Department of the Army Civilian Award Sponsored by The Boeing Company, Mr. John E. Marksteiner, Office of the Deputy Chief of Staff for Operations and Plans, Department of the Army, Washington, D.C.

Throughout 2000 John E. Marksteiner distinguished himself while serving as the air traffic services system integrator in ODCSOPS' Aviation Division. He was responsible for all aspects of air traffic management, and managed the annual allocation of some \$129 million in Army research, development, acquisition, operations and maintenance funds.

Recognized as the Army's premier expert in all air-traffic management matters by both the Army chief of staff and the secretary of the Army, Marksteiner was involved in a range of initiatives during the award period. He was a key member of the team that developed the Army's position on Global Air Traffic Management, instituted a worldwide moratorium protecting air traffic control personnel, headed the team that found solutions to issues raised by Task Force Hawk operations in Albania, and was tasked to develop a strategy for focusing Army resources to solve critical navigation safety system shortfalls.

Marksteiner's vast experience as an Army aviator, his administrative skills and his encyclopedic knowledge of air-traffic management issues uniquely qualify him for his demanding and important position. His contributions to the Army and Army aviation will be felt for years.



James H. McClellan Aviation Safety Award

Sponsored by GE Aircraft Engines, CW5 Robert Scott Johnson, HHC, 17th Aviation Brigade, Korea

As aviation safety officer for the Army's only forward-deployed theater aviation brigade, CW5 Robert Scott Johnson combines a rare level of drive, initiative and expertise to assist his command in safely executing the highest current operational tempo in Army aviation. In the process he has been a key contributor to the brigade's flawless safety record.

Among Johnson's many contributions are his establishment of a newcomers' safety briefing, and of safety welcome packets that alert incoming permanent and temporary personnel to the potential hazards of operations in Korea. His innovative "101 Critical Days of Summer" and fall/winter safety campaigns were unqualified successes, and his booklet "Army Motor Vehicle - Senior Occupant Responsibilities and Speed Limits" has made a significant contribution to force protection as it relates to travel on Korea's often dangerous roads.

Johnson's other contributions have been equally important. His instrumental role in bringing together aviation safety officers (ASOs) from throughout Korea, for example, has led to quarterly meetings during which ASOs from throughout the theater discuss mutual safety issues and concerns.

His leadership, knowledge and dedication have made Johnson the acknowledged safety professional within the unit, and have contributed immeasurably to the brigade's readiness and professionalism.

AAAA President's Award

AAAA President's Award is presented to The Army Aviation Modernization Plan Team, comprised of representatives of the DA Staff; HQ TRADOC; FORSCOM; USAREUR; EUSA; U.S. Army Aviation Center; Aviation and Missile Command; Program Executive Office, Aviation; U.S. Army Reserve, and the Army National Guard Bureau.

During Calendar Year 2000, this dedicated team developed a totally new and fully comprehensive Army Aviation Modernization Plan, which was approved by the Army leadership and accepted by Congress. Working closely together, they crafted a plan for the future that is fully embedded in the Army Transformation Strategy, addressing all aspects of Doctrine, Training, Leader Development, Organizations, Material, and Soldier (DTLOMS) disciplines. An immediate result of this effort was realized in the unprecedented \$1.3 Billion increase in the Program Objective Memorandum 02-07 budget that aggressively addressed readiness, safety, reliability, modernization, and training for the Total Force. The conditions set for the successful transformation of Army Aviation will directly benefit our outstanding soldiers and units on point for our Nation.

This joint effort represented a total team effort, balancing requirements and resources across the force, yielding a widely accepted, comprehensive product which will become the blueprint for Army Aviation into the 21st century.

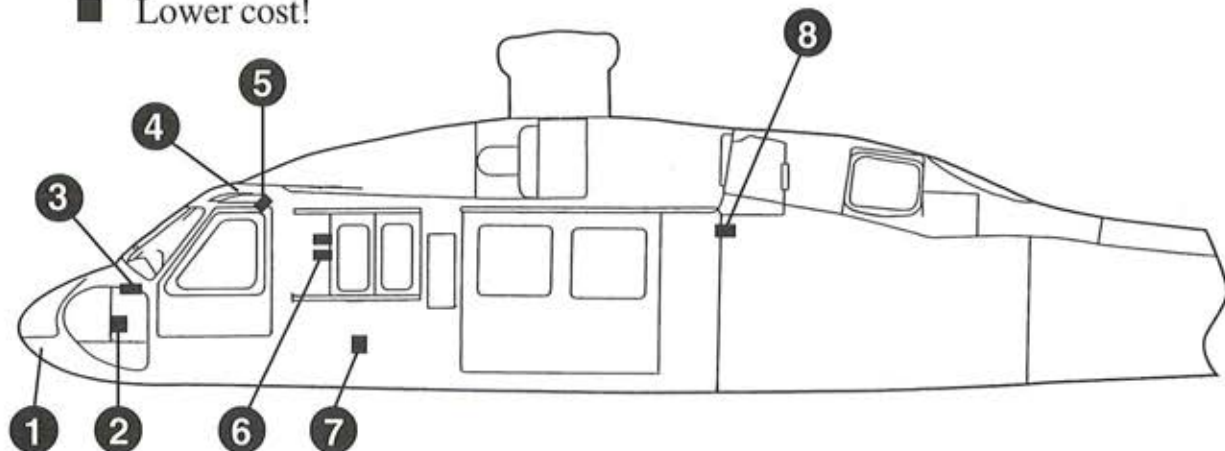
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2001 HALL OF FAME INDUCTEES



MSG John H. Bae (Ret.)

MSG John Bae has been a unique contributor for more than 30 years to Army aviation and the association that supports it. In fact, he has been Army aviation's ambassador extraordinaire to the Republic of Korea.

His knowledge of the inner workings of the Korean Government and his personal rapport with national leaders have enabled him to accomplish tasks beyond the reach of peers and seniors. From locating downed aircraft in a matter of minutes to providing sage guidance on protocol issues, he has been a repository of key information and ability that senior Army officials have turned to.

Bae's talent, dedication and unique qualities enabled him to rise from clerk in the 6th Helicopter Company to master sergeant at retirement. He then became operations chief at the Yongson Heliport that serves the highest officials of the U.S. and Korean governments. In 1984 he personally created the Korea Auxiliary of the Quad A Morning Calm Chapter. During the past 15 years the Auxiliary has given \$350,000 in awards, assistance and grants to Army aviation soldiers.

While records are not sufficiently detailed for an accurate count, it is widely acknowledged that he has recruited over 9,000 members for Quad A. He has received the association's recruiting Top Gun Award for nine of the last 10 years.

It is doubtful that any single enlisted soldier has done more, year after year, than John Bae to impact positively on the lives of Army aviation soldiers and their families.



BG John N. Dailey (Ret.)

BG John Dailey spent his 30 year career in aviation advancing the art and science of flight, enhancing the capabilities and readiness of tactical aviation units and sharing their remarkable success in combat. His effectiveness as a leader and team builder is legendary among his peers and soldiers who, with respect, refer to him as "Coach."

He gained combat leadership accolades during two tours in Vietnam where he flew more than 2,500 combat hours. His gallantry was recognized by awards of the Silver Star, two Distinguished Flying Crosses, the Bronze Star, two Purple Heart Medals and 53 Air Medals — one with Valor Device. Later in his career he received the Distinguished Service Medal.

While commanding the 160th Special Operations Group he directed development of new operational capabilities in air-to-air refueling and integrated cockpits, and was responsible for the acceptance, training, standardization and safe application of this strategic capability. In so doing his "Night Stalkers" became the vanguard of tactical night fighting in all environments.

His visionary leadership withstood the test of time and provided the impetus necessary for development and validation of advanced night fighting tactics, techniques and procedures. His legacy to Army aviation is the experience and competence of the officers and NCOs who served under him and now lead Army aviation into the 21st century.



CW4 Billy J. Fulbright (Ret.)

CW4 Billy J. Fulbright completed flight training in one of the early warrant officer candidate classes at Fort Sill, Okla. Shortly thereafter he was assigned to and became instructor pilot in the H-21 transition school at Fort Riley. Dozens of his students, well trained and experienced CH-21 pilots, manned the first five cargo helicopter companies sent to Vietnam in 1961-62. He was next assigned as Standardization Instructor Pilot in the 8th Transportation Company in Vietnam training replacement pilots in combat mission flying. Leading by example he flew many helicopter medivac missions and fixed wing recon missions in the L-19.

In 1963 he was instrumental in forming a Caribou Transition Course at Fort Benning and transitioned pilots in both fixed and rotary wing aircraft for the 11th Air Assault Division Tests. In 1967 he was selected for training in the Navy P-2V Neptune patrol bomber. He supervised bringing six of these four engine (two reciprocating and two jet) P-2Vs out of storage to install top-secret radio research equipment. He then became the Standardization Instructor Pilot for this newly formed 1st Aviation Radio Research Company and deployed with it to Vietnam. His responsibilities included training pilots in all maneuvers to include emergency procedures and for the continuous 10 to 12 hour mission profile of the Neptune.

After a tour in Hawaii as instrument flight examiner and U-21 instructor pilot, he attended the first Aviation Warrant Officer Advanced Career Course and was subsequently assigned to the Federal Aviation Agency as Army Aviation Coordinator for five southwestern states.

This outstanding master Army aviator retired in 1975 with over 30 years service, more than 8,700 flight hours (of which 1250 were combat) and more than 1,000 in the P-2V. He was qualified in 25 aircraft types.



1LT Gerald D. Green, Deceased

Then CW2 Gerald D. Green became the hero of heroes during more than 1,600 combat missions in Vietnam. Among his 81 awards are the Distinguished Service Cross, three Silver Stars, four Distinguished Flying Crosses and four Purple Heart Medals. His extraordinary feel for the battlefield and rare understanding of the enemy gave him unmatched ability to locate, kill or capture the enemy, and acquire key information. His creed was attack, attack, attack. He repeatedly returned from missions with a prisoner, backpacks of enemy he had killed or other crucial information. He was shot down seven times — five in a Cobra and two in a scout.

On one occasion he located a 122 millimeter artillery battery, drove the enemy from their guns and kept them under fire while his gunner disabled the artillery pieces with thermite grenades.

On another mission he found and followed a wire line and discovered a major enemy headquarters in an area where no activity had previously been reported.


He later discovered a cave which he suspected held supplies. Using a thermite grenade, he blew up this large ammunition supply point, taking the side of a mountain with it.

Five times he landed in the face of an attacking enemy to rescue downed air crews. He lifted the wounded out strapped and clinging to his Cobra rocket pods.

In another instance, although seriously wounded, he pulled his unconscious gunner from his crashed Scout and dragged him along a jungle trail to a rescue helicopter while fighting off an enemy platoon. During this running fire fight he killed eight of the pursuing enemy with grenades and his rifle. Exhausted and again wounded by a "punji stake" that completely penetrated his left foot, he boosted his still unconscious gunner into the helicopter and then covered its departure with grenades and rifle fire.

He twice extended his Vietnam tour. His daring and skill made him an inspiration to his fellow pilots and the heart and soul of his unit. His exploits were legendary in the 101st Airborne Division. Wounds required his evacuation and eventually the loss of his right leg. While hospitalized he was commissioned 1LT and later retired.

On Apr. 30, 200, he was killed when his gyrocopter exploded during flight.

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2001 HALL OF FAME INDUCTEES



LTC William A. Howell (Ret.)

LTC William A. Howell's contributions to our country, the Army and Army Aviation over 63 years as soldier, aviator and retiree have been exemplary. Again and again he had to create new units or fix difficult problems in existing units, each requiring extraordinary ingenuity, persistence, organizational ability and inspirational leadership.

He enlisted in 1938 and served in horse-drawn artillery at Fort Benning, Ga. Commissioned 2LT of Infantry from OCS, he served in the North African and Italian Campaigns from 1943 until WWII ended in 1945. He became an Army liaison pilot in 1946.

As Light Aviation Advisor to the North Carolina National Guard, he inherited a dozen airplanes and one mechanic. He recruited and trained WWII pilots and mechanics and obtained Federal recognition for the resulting Army Air Sections.

In January 1951, during combat, he started from scratch to establish Army Air Sections in the Korean army. Utilizing WWII Japanese-trained Korean fighter pilots and mechanics, he created the units and insured their continuity by establishing two schools to train new pilots and mechanics.

In 1954 he was selected by the Chief of Transportation to command the 506th Helicopter Co. at Fort Benning — its fourth commander in less than one year. The credibility of Army aviation with the infantry was directly related to the performance of the 506th — to date, that had been unsatisfactory. The day before he took command, a tornado wrecked 13 of his 14 H-19s — 7 H-25s were OK. His leadership was infectious and 30 days later a command inspection ranked the 506th among the best at Benning.

After three years at Benning, he was called to organize and command the Army's first presidential flight support unit. In this extremely high profile and demanding duty, as the only Army pilot authorized to fly the president, he was eminently successful. When the Executive Flight Detachment was awarded the American Helicopter Society's Koessler Trophy, President Dwight Eisenhower honored Howell and his unit by attending the awards dinner.

After Howell retired he was appointed the first curator of the Army Aviation Museum. He started with two WWII wooden warehouses and some weather-beaten aircraft. His 11 years of continuing improvements led to what is now a major attraction. On retiring again he took on volunteer duty with the Army Aviation Museum Foundation. His service with the Foundation continues to this day.

MG Richard D. Kenyon (Ret.)

MG Richard D. Kenyon set an example of excellence from commanding combat aviation units in Vietnam, project manager of the Black Hawk, the Army's spokesman to the Congress for aviation systems to becoming chief of legislative liaison, primary representative of the secretary of the Army and chief of staff for all Army matters with the Congress.



He served two combat command tours in Vietnam, the first in a gun platoon in the 197th Attack Helicopter Company, and the second with the 145th Combat Aviation Battalion. In both he excelled.

During three years as project manager of the Black Hawk he handled source selection, initiation of production and building the new helicopter — the three toughest parts of the program — with great success.

In 1979 he became the Army aviation officer, primary point of contact on the Army Staff for Army Aviation matters. He was next assigned, but for only a few months, as deputy commander of the Aviation Center. His exceptional ability to organize, manage and articulate aviation programs resulted in his reassignment to the office of Director of Research, Development and Acquisition with responsibility for managing all large weapons systems, including Army aircraft. He was also the Army's spokesman to the Congress for these weapons systems. Because of his remarkable success in communicating with the Congress, the secretary of the Army selected him to be chief of legislative liaison. There are those of high rank at the time who believe that without him in these assignments some Army aviation programs would not have succeeded.

Following retirement he has been a dedicated volunteer with the Army Aviation Museum Foundation for 13 years and Chairman of its Executive Committee for three.



Dr. (COL) Hal Kushner (Ret.)

Dr. (COL) Hal Kushner (Ret.) volunteered to be flight surgeon of the 1st Squadron, 9th Cavalry, 1st Cavalry Division. As flight surgeons should, he flew numerous combat missions with Cav pilots. On Nov. 30, 1967, on a night flight in a driving rain storm, the helicopter crashed. Recovering consciousness in the burning, inverted helicopter, he freed himself despite a broken left wrist and collarbone and seven broken teeth. While trying to free the pilot, he was hit in the neck and shoulders by exploding ammunition and his hands and buttocks were burned. The pilot was dead, the crew chief was sent for help and was later found shot by the enemy and the copilot, mortally injured in the crash, died the third day. He then left the crash site and was fed by a peasant who later turned him over to an enemy squad. He was shot in the neck because he was unable to lift his splinted broken arm when ordered to surrender. Thus began the tortuous hell of five and a half years as the only medical doctor captured in the Vietnam War.

Tied and beaten, wounded and sick and without boots, he trekked through the mountains. He was held in a series of jungle camps for over three years. In 1971, with the other survivors, he walked 900 kilometers to Vinh; was loaded on a train of cattle cars with thousands of South Vietnamese prisoners and moved the final 180 kilometers to Hanoi.

Conditions in Hanoi's jails were bad, but better than in the jungle camps, where prisoners suffered from jungle diseases and starvation. Twelve of the 27 U.S. prisoners died; some because it was too hard to live. They slept on a large pallet of bamboo where the sick vomited, defecated and urinated on the common bed and other prisoners.

Kushner was offered a better life working in a hospital; he refused. He was forbidden to practice medicine, but at great personal risk found ways to alleviate suffering and save lives. A fellow prisoner, Frank Anton, said: "Kushner never quit; attempting always to motivate us to keep fighting, keep trying." Another, David Harker, said: "Dr. Kushner never lost his will to practice medicine. In the end he would simply hold dying prisoners in his arms and saw them through to the other side."

Kushner said: "It was a terrible experience but some good came from it. I learned about the human spirit. I learned about loyalty to your country and its ideals — to put your friends and comrades first."

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2001 HALL OF FAME INDUCTEES

LTC George L. O'Grady (Ret.)

LTC George L. O'Grady excelled both on the battlefield and in combining his combat experience and engineering talent to improve equipment.

On his first Vietnam tour he commanded the Cobras, the gun platoon of the 114th Assault Helicopter Company. Almost daily, the Cobras were committed to air assaults into base areas at night to protect villages and outposts under attack. The Cobras became so well known their call sign was given to the Army's first attack helicopter. On his second tour he commanded B Troop, 1st Squadron, 9th Cavalry. His troop provided reconnaissance and long-range patrols blocking three major infiltration routes leading south out of Cambodia. His heroism was recognized by many awards, including three Silver Stars, four Distinguished Flying Crosses, two Bronze Stars and two Presidential Unit Citations — one for the 13th Aviation Battalion and the other for the 1st of the 9th Cavalry.

Between and following his combat tours, he drafted the Army's first field manual on A Gunnery, helped set up the first instrumented helicopter firing range at Fort Rucker and established the first door gunner training program.

Hardware innovations were a constant during O'Grady's aviation career. He designed a flight helmet shield to block flare light, constructed helicopter cargo door airflow adapters to reduce buffeting and drag, modified an M-39 cannon for helicopters, performed classified work on the Hellfire missile, redesigned the M-5 ammunition box, utilized the XM-3 smoke adaptor to load tear gas grenades into the rocket system and applied a microphone sensing system to develop a hostile fire indicator. He also developed a Relative Wind Air Data System for more accurate rocketry and smoother flight that is in use today on attack helicopters.

This master Army aviator had 5,000 flight hours, of which 1,900 were combat.

Dr. S. Harry Robertson

Dr. Harry S. Robertson has made unique contributions to Army aviation and aviation in general. These contributions can be summed up in three words — "They saved lives!" Thousands of Army pilots, crewmen and passengers who might otherwise have died in helicopter accidents are living tribute to Robertson, who pioneered crashworthy fuel systems.

He was commissioned in the USAF and flew trainers, fighters and bombers. He also participated in many aircraft accident investigations. These led to his treatise that provided the fundamentals for self-sealing breakaway valves, frangible fasteners, and puncture and tear resistant fuel bladders. An Army study of survivable helicopter accidents covering the period 1967 to 1990 concluded that since the first installation of a crash resistant fuel system in 1970, these installations saved more than 8,000 lives.

He continued to fly with the Air National Guard and later with the Army National Guard. He joined the engineering faculty to develop an Aviation Safety Center. His Crash Survival Investigators School has trained thousands of investigators for the military, other agencies of government and the aviation industry.

In 1976 he founded Robertson Aviation to develop crashworthy auxiliary fuel systems, initially for U.S. Army and USAF special operations helicopters. These are now available for extending the range of all military helicopters.

Robertson is an experimental test pilot, member of the OX 5 Aviation Pioneers Hall of Fame, Arizona Aviation Hall of Fame and the National Guard's Legion de Lafayette.

MG Richard E. Stephenson (Ret.)

MG Richard E. Stephenson has made major contributions to the Army and Army aviation for more than 40 years as a combat aviator, logistician and retiree. Many of his innovations have had dramatic impact on Army aviation.

With his background in the research, development, test and engineering process and knowledge of the Army planning, programming and budgeting systems, he and the branch chief of Aviation developed the first Army aviation Modernization Plan. This comprehensive effort led to organizational design improvements and improved working relationships among the many agencies involved in Army aviation. It also led to a 10 year plan of \$45 billion, establishing clear priorities and resources for the Big Five aviation systems — Apache, Black Hawk, Chinook, Kiowa Warrior and Comanche. The success of this effort led to each Army branch being required to develop a modernization plan.

Again, while commanding the Aviation Systems Command, he reinvigorated the Army Aviation Safety Program with the branch chief, the Safety Center commander and the Department of Army staff. This led to less than two major aircraft accidents per 100,000 flight hours — the best aviation safety record in the Department of Defense.

Stephenson's outstanding contributions to Army aviation and aviation logistics had a very positive impact in the overwhelming success of Army Aviation in one of its finest hours — Operations Desert Shield and Desert Storm.

During both active service and retirement he has been a leader in Quad A as chapter president twice, chairman of the Awards Board, president of the Scholarship Foundation, secretary, treasurer, senior vice president and president of the National Executive Board, and as a prodigious fund raiser for the Scholarship Foundation.



CW4 Cleveland Valrey (Ret.)

CW4 Valrey's career in aviation began at age 16 in the Army Air Forces. After three years he switched to the Army in 1949. He entered flight school as a master sergeant with 11 years of service, including combat in Korea with the all black 2nd Ranger Company. He was wounded, hospitalized in Japan and returned to duty in Korea. For service in the Korean War he received the Bronze Star Medal with Valor device, Army Commendation Medal, Purple Heart, Korean Service Medal with six Battle Stars and Arrowhead, and the Combat Infantry Badge.

After flight school he served in H-21, H-34 and H-37 companies in the U.S. and Germany. Following fixed-wing training in 1964 he was assigned to special forces, which included a stint in the Dominican Republic. He served two

2001 HALL OF FAME INDUCTEES

distinguished tours in Vietnam, totaling 32 months. He flew with the 228th of the 1st Cavalry Division, the 5th Special Forces Group and the 205th Assault Support Helicopter Company. He was also selected to fly the CG, 1st Aviation Brigade, and the deputy CG of U.S. Army, Vietnam. During his Vietnam service he was awarded four Distinguished Flying Crosses; two Bronze Star Medals; 50 Air Medals, one with Valor Device; four Army Commendation Medals; one with Valor Device; second award of the Combat Infantry Badge and the Vietnam Service Medal with nine Battle Stars.

His final assignment was in the Warrant Officer Branch, Office of Personnel Operations. For his post-Vietnam service he received three Meritorious Service Medals. He had acquired more than 10,500 flight hours, including over 2,100 combat hours, and 4,200 as instructor pilot and instrument examiner.

This truly outstanding master Army aviator and soldier was a role model during more than 30 years of service.

CSM Willy Wilson, (Ret.)

CSM Willy Wilson began his career in Army aviation as an aircraft mechanic. On his first combat tour in Vietnam he served as mechanic and door gunner in both Army and Navy helicopter gunships. On his second he was a technical inspector, and also served as flight engineer of a CH-54 crew that tested new off-loading procedures for seagoing vessels. They off-loaded 700 tons of cargo from the aircraft carrier HMAS Sydney in four hours and 30 minutes.

In the mid-sixties Wilson was a crew chief of a CH-34 with the NASA Gemini Program determining feasibility and procedures for land versus sea recovery. In August 1979 he was NCO in charge of Operation Northern Leap, which established a new operational concept for self deployment of Chinook helicopters in a multi-helicopter flight from Fort Carson, Colo., to Heidelberg, Germany.

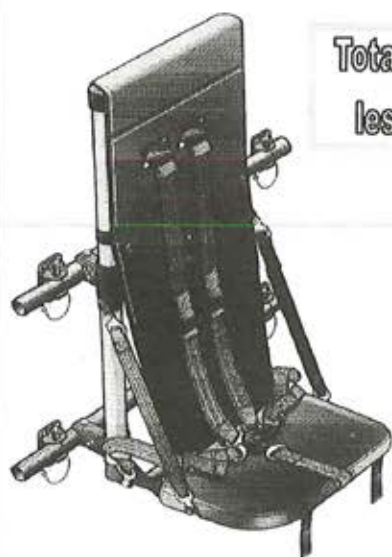
His last active-duty assignment was director of enlisted maintenance training, a position previously held by either a colonel or Lt. Col. He was not only successful as a department director, but also established an Aero Scout Observer Course, restructured the Air Traffic Control Course, and established and served as Commandant of the Army Aviation Branch NCO Academy. His peers as directors in the Aviation School were senior commissioned officers with whom he competed successfully for resources.

Since retiring, he continues to serve Army aviation as vice president, operations, for a defense contractor involved in overhauling Army helicopters.

During active service, he was awarded the Legion of Merit, Distinguished Flying Crosses from the Army and Navy, two Bronze Stars, 25 Air Medals, Meritorious Service Medal, Purple Heart and others. His service sets him apart from his peers; he has made contributions normally unattainable at his grade level.



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Tuesday, April 03, 2001

1:00 PM 5:00 PM AAAA Registration Center Open Room 217D, CCC

Wednesday, April 04, 2001

7:30 AM 5:00 PM The Tradition Golf Club
AAAA Iron Mike Chapter Golf Tournament

8:00 AM 8:00 PM AAAA Registration Center Open Room 217D, CCC

9:00 AM 11:00 AM Scholarship Board Meeting Room 208B, CCC

2:00 PM 4:00 PM National Board Meeting Room 208B, CCC

4:45 PM 5:30 PM Awardee Briefing Room 218B, CCC

5:30 PM 6:00 PM Exhibit Hall - Booth #639, CCC
Exhibit Managers Reception: (By Invitation Only)

6:00 PM 8:00 PM Exhibit Hall, CCC
Early Birds Reception & Grand Opening of Exhibits:
(Food concessions and cash bars will be open.)

Thursday, April 05, 2001

7:00 AM 5:00 PM AAAA Registration Center Open Room 217D, CCC

7:45 AM 8:45 AM Eye-Opener Refreshment Break Ballroom, CCC

7:45 AM 8:45 AM Room 218B, CCC
Speakers Breakfast: (For Thursday Speakers Only)

8:00 AM 5:00 PM Room 214, CCC
Press Room Open: (Sponsored by GE Aircraft Engines)

8:45 AM 10:15 AM Ballroom, CCC
Professional Opening Session:
0845-0900

AAAA President's Welcome: MG Carl H. McNair, Jr., Ret.
0900-0945

Keynote Address: MG Anthony R. Jones, Aviation Branch Chief & CG, USA
Aviation Center & Fort Rucker
0945-1015

XVIII Airborne Corps Address: LTG Dan K. McNeill, CG, XVIII Airborne Corps

10:00 AM 3:00 PM
Spouse Outing - "Art & The Queen City":
City Tour with visits to the Mint Museums of Art & Craft & lunch at the Bijoux.
Buses depart promptly at 10:00 a.m.

10:15 AM 3:00 PM Exhibit Hall, CCC
AAAA Exhibits Open: (Concessions Open)

10:15 AM 3:00 PM Exhibit Hall - Booth #1403, CCC
PERSCOM Career Guidance

10:45 AM 11:05 PM Exhibit Hall - Briefing Area, CCC
Briefings: PM Kiowa:
Mr. John Guenther, Acting PM, Scout/Attack Product Office

11:05 AM 11:25 AM Exhibit Hall - Briefing Area, CCC
Briefings: PM Cargo:
Mr. James Caudle, PM

11:25 AM 11:45 AM Room 208B, CCC
Briefings: PM Comanche:
COL Robert P. Birmingham, PM

12:30 PM 2:00 PM Room 213, CCC
AAAA Annual Meeting & Luncheon:
The President's Annual Report, the National Elections, and the presentation of
AAAA's Membership Awards

2:00 PM 2:20 PM Exhibit Hall - Briefing Area, CCC
Briefings: PM Apache:
COL Howard Bramblett, PM

2:20 PM 2:40 PM Exhibit Hall - Briefing Area, CCC
Briefings: PM Utility:
COL William G. Lake, PM

Thursday, April 05, 2001

2:40 PM 3:00 PM Exhibit Hall - Briefing Area, CCC
Briefings: ATTO:
COL Waldo F. Carmona, Commander

3:00 PM 3:30 PM Room 208B, CCC
Professional Focus Session: AMCOM:
AMCOM: MG Julian A. Sullivan, Jr., CG, USA Aviation & Missile Command

3:30 PM 4:00 PM Room 209A/210A, CCC
Professional Focus Session: Military Intelligence:
MG John D. Thomas, CG, USA Intelligence Center & Fort Huachuca

3:30 PM 4:00 PM Room 208A, CCC
Professional Focus Session: PEO Aviation:
MG Joseph L. Bergantz, PEO Aviation

4:00 PM 4:30 PM Room 209B/210B, CCC
Professional Focus Session: MEDEVAC:
MG Kevin C. Kiley, CG & Commandant, USA Medical Department & School &
Chief, USA Medical Corps

4:00 PM 4:30 PM Room 208B, CCC
Professional Focus Session: SOA:
COL Richard B. Bowman,
Regimental Commander, 160th SOAR(A)

4:30 PM 5:00 PM Room 208A, CCC
Professional Focus Session: Reserve Component:
MG Thomas J. Plewes, Chief, Army Reserve & MG Roger C. Schultz, Director,
Army National Guard

5:45 PM 7:00 PM Carolina Ballroom Foyer, Adam's Mark
Hall of Fame Ticket Pickup

6:00 PM 6:45 PM Carolina Ballroom Foyer, Adam's Mark
Hall of Fame Reception

7:00 PM 9:00 PM Carolina Ballroom, Adam's Mark
Hall of Fame Dinner

9:00 PM 1:00 AM Symphony Ballroom, Sections 1-4, Adam's Mark
AAAA Chapter Reception:
"First in Flight". Hosted by Iron Mike, Air Assault, Central Florida, Corpus Christi,
Flying Tigers, Greater Atlanta, Jimmy Doolittle, Narragansett Bay, North
Country, North Texas, Phantom Corps, Savannah, Tarheel.

Friday, April 06, 2001

8:00 AM 5:00 PM Room 217D, CCC
AAAA Registration Center Open

8:00 AM 9:00 AM Ballroom, CCC
Eye-Opener Refreshment Break

8:00 AM 5:00 PM Room 214, CCC
Press Room Open: (Sponsored by GE Aircraft Engines)

8:00 AM 9:00 AM Room 218B, CCC
Speakers Breakfast: (For Friday Speakers Only)

9:00 AM 11:00 AM Ballroom, CCC
Professional Session:

"Army Initiatives That Affect the Future". Chairman: MG Anthony R. Jones.
Panelists: LTG Paul J. Kern, Military Deputy to the ASAALT & Director, Army
Acquisition Corps & Mr. Wimpy Pybus, DCSLOG

9:00 AM 3:30 PM
Spouse Outing - "Shop 'Til You Drop":
Shopping at Charlotte's Black Lion & Lunch. Buses depart promptly at 9:00 a.m.

11:00 AM 3:00 PM Exhibit Hall, CCC
AAAA Exhibits Open: (Concessions Open)

11:00 AM 3:00 PM Exhibit Hall - Booth #1403, CCC
PERSCOM Career Guidance

11:05 AM 11:25 AM Exhibit Hall - Briefing Area, CCC
Briefings: PM Cargo:
Mr. James Caudle, PM

11:25 AM 11:45 AM Room 208B, CCC
Briefings: PM Comanche:
COL Robert P. Birmingham, PM

12:00 PM 1:00 PM Room 213, CCC
Professional Luncheon:
Guest Speaker: GEN John M. Keane, Vice Chief of Staff, U.S. Army

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Friday, April 06, 2001

1:40 PM	2:00 PM	Exhibit Hall - Briefing Area, CCC
Briefings: PM Kiowa: Mr. John Guenther, Acting PM, Scout/Attack Product Office		
2:00 PM	2:20 PM	Exhibit Hall - Briefing Area, CCC
Briefings: PM Apache: COL Howard Bramblett, PM		
2:00 PM	3:00 PM	Room 209B/210B, CCC
Professional Focus Session: Aviation Soldiers: CSM Edward P. Iannone Command Sergeant Major, U.S. Army Aviation Center & Fort Rucker		
2:20 PM	2:40 PM	Exhibit Hall - Briefing Area, CCC
Briefings: PM Utility: COL William G. Lake, PM		
2:40 PM	3:00 PM	Exhibit Hall - Briefing Area, CCC
Briefings: ATTD: COL Waldo F. Carmona, Commander		
3:00 PM	5:00 PM	Ballroom, CCC
Professional Session: "Aviation in the Full Spectrum of Operations". Chairman: GEN John W. Hendrix, CGI, US Forces Command. Panelists: LTG Daniel J. Petrosky, Chief of Staff, US European Command, LTG John M. Riggs, CG, First USA, LTG Bryan D. Brown, CG, USA Special Operation Command, MG Thomas J. Plewes, Chief, Army Reserve & MG Raymond F. Rees, Vice Chief, NGB		
4:30 PM	5:30 PM	Room 218B, CCC
AAAA NEB & Chapter Presidents Session		
9:00 PM	1:00 AM	Symphony Ballroom, Sections 1-3, Adam's Mark
AAAA Chapter Reception: "Aviation in Transformation". Hosted by Morning Calm, Aloha, Arizona, Aviation Center, and Southern California.		
9:00 PM	1:00 AM	Symphony Ballroom, Section 4, Adam's Mark
AAAA Chapter Reception: "Mardi Gras". Hosted by Tennessee Valley, Colonial Virginia, Connecticut, Monmouth, and Washington-Potomac.		

Saturday, April 07, 2001

7:30 AM	4:00 PM	Room 217D, CCC
AAAA Registration Center Open		
7:30 AM	9:00 AM	Ballroom, CCC
Eye-Opener Refreshment Break		
7:45 AM	9:00 AM	Room 213, CCC
First Light Breakfast: (By Invitation Only) Guest Speaker: MG James R. Snider, DCSRDA, USA Materiel Command		
9:00 AM	11:00 AM	Ballroom, CCC
Professional Session: Industry Panel. Chairman: LTG Paul J. Kern, Military Deputy to the ASAALT & Director, Army Acquisition Corps. Panelists: Mr. Dean C. Borgman, President, Sikorsky Aircraft, Mr. Roger A. Krone, CEO, V.P. Army Programs, The Boeing Company, Mr. John R. Murphey, CEO, Bell Helicopter Textron, Mr. Stanley R. Arthur, CEO, Lockheed Martin Corp., Dr. William H. Forster, VP Land Combat Systems, Northrop Grumman Corporation, ESSS		
11:00 AM	4:00 PM	Exhibit Hall, CCC
AAAA Exhibits Open: (Concessions Open)		
11:00 AM	4:00 PM	Exhibit Hall - Booth #1403, CCC
PERSCOM Career Guidance		
11:05 AM	11:25 AM	Exhibit Hall - Briefing Area, CCC
Briefings: PM Cargo: Mr. James Caudle, PM		
11:25 AM	11:45 AM	Room 208B, CCC
Briefings: PM Comanche: COL Robert P. Birmingham, PM		
12:00 PM	1:00 PM	Room 213, CCC
Professional Luncheon		
1:40 PM	2:00 PM	Exhibit Hall - Briefing Area, CCC
Briefings: PM Kiowa: Mr. John Guenther, Acting PM, Scout/Attack Product Office		

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Saturday, April 07, 2001

2:00 PM - 4:00 PM Exhibit Hall - Booth #1397, CCC
 AAAA Chapter Photos:
 2:00 p.m.-Tennessee Valley Chapter
 2:05 p.m.-Washington-Potomac Chapter
 2:10 p.m.-Aviation Center Chapter
 2:15 p.m.-Colonial Virginia Chapter
 2:20 p.m.-Air Assault Chapter
 2:25 p.m.-Iron Mike Chapter
 2:30 p.m.-Connecticut Chapter
 2:35 p.m.-Central Florida Chapter
 2:40 p.m.-Flying Tigers Chapter
 2:45 p.m.-Phantom Corps Chapter
 2:50 p.m.-North Texas Chapter
 2:55 p.m.-Southern California Chapter
 3:00 p.m.-Monmouth Chapter
 3:05 p.m.-Arizona Chapter
 3:10 p.m.-Greater Atlanta Chapter
 3:15 p.m.-By Arrangement with Photographer

2:00 PM - 2:20 PM Exhibit Hall - Briefing Area, CCC
 Briefings: PM Apache:
 COL Howard Bramblett, PM

2:20 PM - 2:40 PM Exhibit Hall - Briefing Area, CCC
 Briefings: PM Utility:
 Mr. Randy Harkins, Chief, Technical Management Division

2:40 PM - 3:00 PM Exhibit Hall - Briefing Area, CCC
 Briefings: ATTD:
 COL Waldo F. Carmona, Commander

5:45 PM - 7:00 PM Symphony Pre-Convence, Adam's Mark
 Banquet Ticket Pickup

6:00 PM - 6:45 PM Symphony Ballroom, Adam's Mark
 Banquet Reception

Saturday, April 07, 2001

7:00 PM - 10:00 PM Symphony Ballroom, Adam's Mark
 AAAA Awards Banquet:
 Presentation of AAAA National Awards
 Guest Speaker: GEN Thomas A. Schwartz
 Commander-in-Chief, United Nations Command/Combined Forces
 Command/Commander, U.S. Forces Korea

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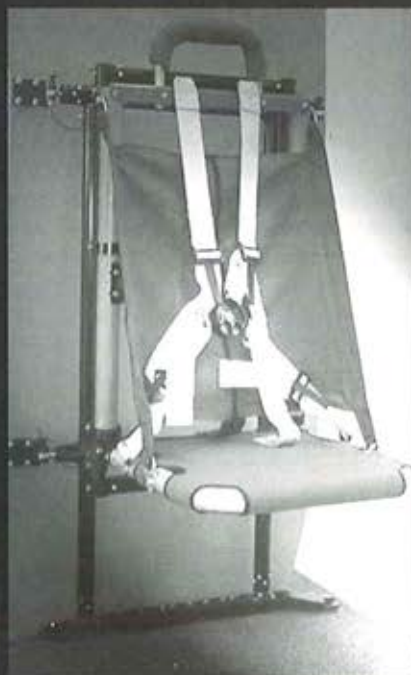
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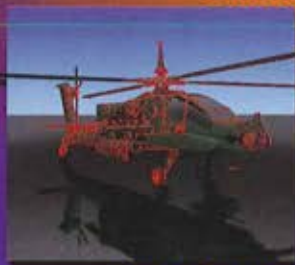
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TF Talon continued from page 29

Recent Practical Training Applications

In June 2000 the CRCC and TF Talon independently tested their abilities during Operation Roving Sands/Purple Dragon. Both were given recognition and praise for their accomplishments. There were still details to refine, of which coordination and communication with all Battlefield Functional Areas (BFA) was the most critical. BG Petraeus, XVIII Corps chief of staff, recently re-emphasized during an Officer Professional Development session that this is a complex operation involving all BFAs and is critical to the overall morale of the force.

During Phase III, efforts focus on final refinement of all procedures and SOP's. Annex L (Personnel Recovery) to XVIII Abn. Corps TACSOP has been completed. The CRCC SOP has been completed and published as part of the DOCC SOP. The SAR/CSAR TF TTPs are in final revision. Co. B, 1st Bn., 171st Avn. recently completed intense EW/CSAR training (SARDOT and PLS) at Cherry Point, N.C., with A-10 attack aircraft to locate and recover downed aviators and corps LRS personnel. During the 10th Mountain Division, 101st Abn. Div. and XVIII Abn. Corps Warfighter exercises, the education, training and coordination merged the separate cells into a dynamic PR team directly responsive to the mission requirements of XVIII Abn. Corps and the JSRC.

Summary

The 18th Avn. Bde. is fully engaged in developing PR for XVIII Abn. Corps. Our charter and the road ahead remain clear. We will continue to refine our SOPs and TTPs while testing ever-emerging technology in hopes of increasing our efficiency, connectivity, flexibility and execution of PR operations. PR is a force multiplier. With solid procedures, seamless architecture, proactive planning and diligent staffing, the chance of saving lives is exponentially greater. Our soldiers deserve, and the American people expect, nothing less!

"Next to creating life...The best thing man can do is save one."

— Abraham Lincoln



COL William M. Jacobs is commander of the 18th Avn. Bde. LTC Joseph P. Mudd is commander of the 1st Bn., 58th Avn. Regt., and 1LT Jeff Crews is the 18th Avn. Bde. PR/CSAR action officer.

people on the move

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

Note: Here are corrections to the January and February 2001 issues "People on the Move". These people were inadvertently not recognized as AAAA Members.

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 at right.

NAME	CFD Result
Kelly, George G. ●	OPCF AV
McConnell, G. S. ●	OPCF AV
St. Jean, Albert C. ●	ODCF AV

● AAAA Member ♦ AAAA Life Member OPCF = Operations Career Field AV = Aviation Basic Branch

FY00 Colonel Army Competitive Category Promotion Board Results

PROM SEQ#	NAME	BR
276	FERRELL DONALD ●	AV

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Dear Editor,

I have been in the Reserve system since 1994. Except for 18 months in the Ohio National Guard (great people and great organizations), I have been in the Army Reserve. It's been a very tough seven years. Most people don't understand that USAR aviation only consists of one aviation brigade, supporting ongoing worldwide missions and units throughout the continental United States. I have had the honor of working in a number of different units and capacities across the brigade, throughout the country.

I was recently given command of Company C, 2nd Battalion, 228th Aviation Regiment. It is an outstanding unit and, I think, points us to the future look in reserve-component aviation. Your excellent December article on the 18th Avn. Brigade mentioned Co. C, and hit the nail on the head as far as what the unit does, day to day, to support the Department of Defense worldwide. Unfortunately, the article failed to mention the fact that Co. C is an Army Reserve unit. We have an excellent relationship with our active duty brethren at Fort Bragg, N.C., but the fact of the matter is that Co. C is a unique unit.

Which brings us to the informative, on-target January article about the Operational Support Airlift Agency (OSAA) and what it does. A great piece, but it made no mention of the two USAR theater aviation battalions (the only ones that exist). The 2nd Bn., 228th Avn., and our sister unit, the 6th Bn., 52nd Avn., daily support OSAA, JCSAC and DOD, and have done so for years.

Co. C and our sister companies are unique because we are about as multi-component as you can get. The units consist of active component, Active Guard and Reserve (AGR) and Troop Program Unit (TPU) soldiers. Additionally, we are supported by Army Reserve Aviation Support Facilities (ASFs) and the Department of the Army civilians working in them. What a mix of people!

The USAR has been the "tip of the spear" in fixed-wing deployment support for a long time. When Operation Joint Forge started in Europe, USAR soldiers and equipment went right away. The same USAR aircraft are still in Europe, being flown by a mix of active- and reserve-component aviators. When Co. C inactivated in 1999 and immediately activated as a USAR unit, we continued the fixed-wing support requirement in Kuwait and are the final stop for all aviators going to Kuwait, including those undergoing aircraft qualification.

This isn't a "we're better than they are" letter. Most Reserve aviators just do their jobs and put up with a lot of hardships in order to do their duty. Of the TPU Reservists at Fort Bragg, only one of my people lives in the state of North Carolina. Some come from as far as Florida and Ohio, driving and flying, with no additional compensation for the trip. But the people of Co. C and its sister units are so good at their jobs that unless we're asked, most people don't realize that a "mixed crew" is flying the aircraft.

The USAR fixed-wing battalions are unique because of their multi-component nature and that we can be deployed as a unit. Most National Guard OSAA units are filled with AGR and AC aviators filling their slots, not many part-timers. The USAR units have "real Reservists" in key positions, doing a daily mission. The way we operate is significantly less expensive than many other units in the Army. It's not only because the part-time Reservist makes a sacrifice, but because of the dedicated full-time soldiers and civilians we have. Finally, we can be called on at any time, to go anywhere. We are already federal soldiers and can be sent without a lot of paperwork. I currently have full-time and part-time soldiers serving around the world. I couldn't be more proud.

I appreciate your time. We do get recognized in our own circle for excellence and I'm mostly interested in informing the public and our peers of how we "skin this potato."

1LT James C. Schuetzler Jr.
Fort Bragg, N.C.

arrivals/departures

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Domenici Seeks Full Health-Care Funding

On Feb. 13, Sen. Pete Domenici (R-NM), chairman of the powerful Senate Budget Committee, said that he was committed to seeking full funding to meet the health-care needs extended to military retirees, active-duty service personnel and their dependents through TRICARE and the Defense Health Program for this year.

Domenici made the commitment during a meeting with the president of The Retired Officers Association, USAF Lt. Gen. Mike Nelson (Ret.), and the president of the National Association of Uniformed Services, USAF Maj. Gen. Richard D. Murray (Ret.). Both organizations have indicated that they consider complete funding of TRICARE benefits both in fiscal year 2001 and FY 2002 to be a top priority.

Current estimates are that TRICARE and the Defense Health Program will require an additional \$1.2 billion to \$1.4 billion in FY 2001 to pay for services this year. President George W. Bush has indicated he will add \$3.9 billion to his budget to fund all TRICARE costs in FY 2002.

Domenici told the generals he would communicate to the Bush administration the strong need to fully fund defense health-care benefits in the president's initial budget, which was delivered to Congress on Feb. 28. Last year, Congress approved a permanent comprehensive health-care benefit for Medicare-eligible military retirees. All military retirees will be eligible for health care within TRICARE. It also extended the TRICARE Senior Prime Demonstration Program.

The FY 2001 National Defense Authorization Act (NDAA) also provided a nationwide pharmacy benefit for all beneficiaries, extended TRICARE Prime to families of service members assigned to remote locations, and eliminated copayments for services received under TRICARE Prime for active duty family members.

Scarborough Seeks SBP Annuity Increase

SBP champion Rep. Joe Scarborough has renewed his call to increase the Survivor Benefit Plan (SBP) age-62 annuity by introducing a new bill that would raise the annuity in three steps.

His H.R. 548 [the House companion bill to Sen. Strom Thurmond's (R-SC) S. 145] would immediately raise the minimum SBP annuity for survivors age 62 and older from the current 35 percent to 40 percent of SBP-covered retired pay, then to 45 percent by Oct. 1, 2004, and to 55 percent no later than Oct. 1, 2011.

The Senate approved similar legislation in each of the last two years, only to see it dropped from the final bill when the NDAA conferees failed to identify the necessary funding. However, the conferees did insert a "sense of Congress" provision in the FY 2001 NDAA that, "subject to the requirements and limitations of congressional budget procedures ... there should be enacted legislation that increases the [SBP age-62 annuity] to reduce (and eventually eliminate) the different levels of annuities."

S. 145 and H.R. 548 are intended to bring that "sense of Congress" to legislative reality. The long lead time for the final step is intended to keep congressional budget rules from derailing our efforts once again (Congress "scores" the cost of bills against a 10-year budget "window," so any effective date within 10 years scores as an additional budget penalty). The main objective for 2001, after two years of failure, is to get a law on the books that would provide some immediate relief and also would eliminate the offset by a specific date - and avoid having to start over from scratch each year. Once the proposal is enacted, it will become less expensive every year to accelerate the effective date.

President Proposes \$5.7 Billion for "People Programs"

In a speech at Fort Stewart, Ga., in early February, the president announced that he would seek an additional \$5.7 billion for health care, pay and housing improvements for service members and their families.

The additions to Bush's FY 2002 budget submission, delivered to Congress on Feb. 28, will include \$3.9 billion for military health programs (including TRICARE For Life for retirees, increased benefits for active-duty families, and reduction of the annual catastrophic cap on out-of-pocket health-care expenses to \$3,000), \$1.4 billion for military pay increases and \$400 million to upgrade active-duty housing allowances.

Veterans Win Court Case

The U.S. Court of Appeals has ruled that veterans who joined the armed forces before June 7, 1956, are entitled to free health care for life. The court ruled that "The terms of the contract were set when the retirees entered the service and fulfilled their obligation. The government cannot unilaterally amend the contract terms now."

The results of this decision are unknown at this time. It is believed that truly free health care for life could cost at least \$92 billion over the next 10 years. That number is more than \$30 billion above the cost of the new TRICARE for Life (TFL) program. Former Sen. Bob Kerrey (D-NE), has argued against just such a decision. It is likely, however, that court battles will continue for the next several years.



LEGISLATIVE REPORT

COL Sylvester C. Berdux Jr., (Ret.)

AAAA Representative to The Military Coalition (TMC)

DOD to Verify Medicare Part B Enrollment

Defense Enrollment Eligibility Reporting Service (DEERS) Member Service Center representatives have been advising callers to update their records to confirm participation in Medicare Part B. This has led to widespread anxiety that failure to do this could deny access to TFL next October. THAT IS NOT ACCURATE.

To clarify what the TRICARE Management Activity (TMA) - the group that oversees the TRICARE program - is contemplating, Steve Lillie, director of the TFL Working Group, has requested that the following information be given the widest possible dissemination.

"We understand that there is a lot of uncertainty about whether beneficiaries need to provide evidence of their Medicare Part B enrollment in order to assure that they can get TRICARE for Life benefits. Beneficiaries do not need to provide Medicare Part B information to DOD. DOD will work with the Health Care Financing Administration to obtain evidence of Part B coverage for all beneficiaries."

The bottom line is that the TMA is optimistic that a data match with the Health Care Financing Administration (HCFA) will enable them to electronically code the DEERS record to reflect enrollment in Medicare Part B. To set the wheels in motion, the acting assistant secretary of defense for health affairs, Dr. Jarrett Clinton, submitted a request to HCFA to accomplish this data match.

Beware of TFL Enrollment Offers

It's not surprising that, with the announcement of the TFL health-care plan for Medicare-eligible uniformed services retirees and their families, someone would use it to try to make a fast buck. We've received word that at least one organization is offering to enroll people in TFL for a fee. Don't be duped!

There's NO FEE involved in signing up for TFL - it's free! As we've advised in the past, all you have to do to be eligible for this new program is (1) be enrolled in Medicare Part B and (2) ensure that your personal information in DEERS is current. Chances are that if nothing has changed since you received your military identification card, you're in good shape.

Johnson Introduces "Keep Our Promises Act"

On Feb. 7 Sen. Tim Johnson (D-SD) was joined by Sens. Olympia Snowe (R-ME) and Jeff Bingaman (D-NM) in introducing S. 278, a companion to H.R. 179, sponsored by Rep. Ronnie Shows (D-MS). S. 278 would provide all uniformed services beneficiaries the option of enrolling in the Federal Employees Health Benefits Program as an alternative to TRICARE.

Johnson's bill would provide retirees who entered service before June 7, 1956 (the date of the first statutory reference to "space available" retiree health care), and their family members FEHBP coverage with the government paying all premiums. Service members who entered on June 7, 1956, or later would pay premiums comparable to those paid by federal civilian employees, but would be in a separate "risk pool" and have their premiums adjusted to reflect their use of health care, as distinguished from health care use by federal civilians. This provision was necessary to defuse concerns expressed by federal civilian advocacy groups and certain members of Congress that military retirees would be older, require more health care and thus cause Federal civilian premiums to rise.

This legislation is substantially the same as S. 2003, which Johnson sponsored last year, modified only to acknowledge the recent enactment of TFL. But, because cosponsors from the 106th Congress don't carry over to bills introduced in the 107th Congress, it's essential to convince your senators to cosponsor S. 278.

GI Bill Upgrades Introduced

Two bills that would substantially improve educational benefits under the Montgomery GI Bill (MGIB) have been introduced in the Senate and House, respectively. S. 131, The Veterans' Higher Education Opportunities Act of 2001, sponsored

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by Sens. Tim Johnson (D-SD) and Susan Collins (R-ME), would tie the level of MGIB educational benefits to the average cost of education at a four-year public college, with annual adjustments to reflect cost increases. The Military Coalition (TMC), along with 20 other veterans' and higher-education organizations known collectively as the "Partnership for Veterans Education," support S.131. The American Legion also supports the bill.

In the House, the ranking member on the House Veterans Affairs Committee (HVA), Rep. Lane Evans (D-IL), has reintroduced an even more ambitious proposal for the MGIB. H.R. 320, the Montgomery GI Bill Improvements Act, would cover the full cost of education for recruits who enlist for four years. The bill also would provide a monthly stipend, eliminate the \$1,200 enrollment fee and improve educational benefits for disabled veterans.

Medicare General Enrollment Period

If you are eligible for Medicare Part B but haven't signed up, you can do so during Medicare's annual enrollment period until March 31. As long as you sign up by this date, your coverage will begin on July 1. Medicare Part B helps pay for doctor's visits, outpatient hospital treatment, and other medical services and supplies not covered by Medicare Part A. The cost for the Part B premium is \$50 a month for 2001.

Beneficiaries with Medicare Part A who originally decided not to sign up for Part B when they first became eligible for Medicare can now take advantage of this opportunity (there is an additional 10 percent added to the premium for each year of prior eligibility). Also, anyone who had Medicare Part B at one time, but dropped out, can now re-enroll.

If you are interested in enrolling in Medicare, call Social Security toll free at (800) 772-1213, or contact your local Social Security office.

Enrollment in Medicare Part B is critical to being eligible for the TRICARE For Life Program that begins October 1, and the TRICARE Senior Pharmacy Program (TSRx) that begins on April 1 (Medicare Part B enrollment for the TSRx eligibles is required only for those who reach age 65 by April 1 or later).

Those who reach age 65 after the dates noted above will automatically be enrolled

in Medicare Parts A and B when they reach age 65 if they are receiving Social Security cash benefits. If you are not receiving Social Security cash benefits at age 65, you should enroll in Medicare Part B approximately three months prior to your 65th birthday. This can be done by calling toll free (800) 772-1213 or by visiting your local Social Security office.

DFAS Beneficiary Card

The Retired Officers Association (TROA) has received numerous calls concerning the absence of beneficiary information on the Retiree Account Statements recently mailed to retirees by the Defense Finance and Accounting Service's (DFAS) Cleveland Center, even though the retirees had completed and returned the Designation of Beneficiary Information Card. Unfortunately, the contractor processing the cards is back logged. The processing of the beneficiary information should be completed by April 15 and Retiree Account Statements reflecting any new beneficiary information will be forwarded to retirees.

DOD Establishes Pharmacy Call Center

A toll-free telephone line is now available to answer questions retirees may have about the TSRx benefit that becomes operational April 1.

The DOD call center at (877) DOD-MEDS [(877) 363-6337] is operational from 7 a.m. to 11 p.m. Monday through Friday, Eastern Time, except holidays.

Approximately 1.4 million Medicare-eligible uniformed services beneficiaries will qualify for the program, which gives them the same pharmacy benefit as retirees who are under age 65. It includes access to prescription drugs not only at military treatment facilities, but also at retail pharmacies and through the DOD National Mail Order Pharmacy.

A letter explaining the program is scheduled to be sent out to eligible beneficiaries in early March. As noted above, the rules are that individuals otherwise eligible for the program who turn 65 prior to April 1 qualify for the benefit whether or not they purchase Medicare Part B. However, the law mandates that those otherwise eligible and who turn 65 on or after that date must be enrolled in Medicare Part B to receive the TRICARE pharmacy benefits.

ARMY AVIATION TRANSFORMATION AND TRANSITION IN THE NEW MILLENNIUM - Y2K + 1



As we gather in Charlotte for our 2001 Annual Convention — the 59th year of Army aviation, and the 18th year of the Aviation Branch, our Army has begun one of the greatest transformations in our history — with a vision that "begins and ends with soldiers" — as it should. The basic characteristics of the objective force: RESPONSIVE, DEPLOYABLE, AGILE, VERSATILE, LETHAL, SURVIVABLE and SUSTAINABLE — are the personification of Army Aviation, from L4 CUBS over the beachhead in North Africa through today's worldwide deployments — and more relevant than ever in tomorrow's global challenges. Hence, it is only appropriate that our focus of this convention be on the transformation and aviation's role therein.

The Theme: "Aviation in the Army Transformation — Strategy for 2001 and Beyond"

Behind this theme — speaking to the fundamentals, the plans, schedules and key organizational elements thereof, will be the senior Army leaders who have charted the course — and will lead our Army forward. We are especially honored that the vice chief of staff, GEN Jack Keane; Commander of U.S. Forces, Korea, GEN Tom Schwartz; commander U.S. Army Forces Command, GEN John Hendrix; as well as our Branch chief, MG Tony Jones, and key corps, division and center commanders, all joining us to reflect on the challenge ahead. They will spell out how the aviation team will be called upon across the entire spectrum of military operations, from domestic support in CONUS to peacekeeping and nation building operations and ultimately to limited or global conflict.

While at the convention, we will also hear from leading manufacturers and developers who satisfy our demanding requirements for the latest in technology and materiel. We will see over 200 displays and exhibits of supporting commands, TRADOC, AMC, the PEOs, PMs, as well as our member companies with briefings and presentations on new products yet to come. All of this can be viewed, touched and tried with great anticipation by crewmembers and commanders alike.

In sum, a convention with a venue for all — professional sessions, focusing on operations, materiel, personnel, examining the future as well as the present, capped with dialogue between seniors, subordinates, and peers alike, civilian military, active and retired of every component, plus many from our sister services and allied nations. It is a convention you do not want to miss — our biggest and best ever — in a city and community noted for great warmth and hospitality.

And as always, at the very heart of our association's mission, we will recognize the "best of the best" — awards to our outstanding units and aviation crewmembers of the year. We will also be privileged to induct into our Army Aviation Hall of Fame a select number who have contributed so much to the foundation and achievements of Army aviation over the years.

Finally, you will be rewarded by your association with today's soldiers, their pride and esprit, in the transformation of our service — building further yet on the contributions and reputation of Army aviation.

Come and share in this moment in history:

See you at the 2001 Annual AAAA Convention in Charlotte, N.C., April 4-7, 2001.

Carl H. McNair, Jr.
Major General, U.S. Army (Ret.)
President, AAAA

AAAA/AUSA Aviation Symposium

The 2001 Army Aviation Symposium, co-sponsored by the AAAA and the Association of the U.S. Army was held Jan. 8-10 at the Sheraton Premier Hotel, Vienna, Va.

The event drew a crowd of over 200 and featured briefings by the Hon. Paul J. Hooper, assistant secretary of the Army, acquisition, logistics and technology; MG Tony Jones, Aviation Branch chief; MG Al Sullivan, CG AMCOM, and MG Joe Bergantz, PEO Aviation.

The Keynote speaker was LTG John Riggs, (right) CG, First U.S. Army. The dinner speaker later that evening was the vice chief of staff, GEN Jack Keane.

The opportunities for exchange of views between senior leaders and industry were outstanding and well received by the attendees. Hats off to AUSA which did all the organization and planning for another job well done!



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CHAPTER
COLUMBUS, OHIO
CW4 Martin M. Ciriachi
PFC Daniel M. Maday

New Chapter Officers

Mid-America Chapter:

CPT James Shawn Perry, Secretary.

Narragansett Bay Chapter:

LTC Kenneth T. Gareau, V.P. Membership.

Oregon Trail Chapter:

LTC David A. Greenwood, President; CPT Sean P. Pierce, Sr. V.P.; SGT Skye M. L. Doran, Secretary; Ms. Teri L. Thomas, Treasurer; MAJ Mathew J. Brady, VP Membership Enrollment; CW2 David A. Long, VP Membership Renewals; CPT Robert R. Hagerman, VP Programs.

Ragin' Cajun Chapter:

LTC Kevin B. Smith, President.

Savannah Chapter:

COL H. Tom Landwermyer, President; LTC Roy E. McLendon, Sr. V.P.; CW5 Richard L. Williams, Treasurer; CPT Allan P. Baker, V.P. Programs; LTC Sidney L. Strickland, Ret., V.P. Retired Affairs; LTC Roger W. Waddall, Ret., V.P. Industry Affairs.

AAAA Soldier of the Month

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

PFC Joshua Hendrickson

January 2001

(Wright Brothers Chapter)

AAAA NCO of the Quarter

A Chapter Program to Recognize Outstanding Non-Commissioned Officers on a Quarterly Basis

SGT Eric S. Petrazzi

1st Qtr. 2001

(Narragansett Bay Chapter)

New AAAA Life Members

Mr. Michael F. Glass

Mr. Steve A. McCunney

Aces

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

Mr. William J. Cannon

LTC Michael F. McClellan, Ret.

SFC Mark E. Sewell

New AAAA Industry Members

Air Comm Corporation

Electronica Systems Limited

Engineering & Professional Services, Inc. (EPS)

FCX Systems, Inc.

JENITEK Sensors, Inc.

Networks Enterprises, Inc.

New AAAA Order of St. Michael Recipients

COL Thomas M. Ryan (Silver)

CW5 William E. Pfau (Silver)

LTC Sales (left), senior aviation trainer at the National Training Center at Fort Irwin, Calif., presents MAJ Gregory Baker the Order of St. Michael during a Feb. 5 ceremony. Baker, an NTC battle staff analyst, was joined at the event by his wife, Joan Baker (right).

LTC David L. Molinelli (Bronze)
CSM R. A. Oram (Bronze)
CW4(P) Richard L. Case (Bronze)
CW4 Dewayne N. Rudolph (Bronze)
CW4 Michael T. Murray (Bronze)
CW4 John H. Calaman (Bronze)
SGM Esquire McCoy (Bronze)
CPT Robert C. Kovacs (Bronze)
SFC Lester R. Day (Bronze)
CPT Josh C. Sauls (Bronze)
CPT Daniel Friend (Bronze)
COL Peter M. Vangiel (Bronze)
BG Alan W. Thrasher (Bronze)
CW4 Willis J. Haas III (Bronze)
SFC Ronald L. Hardy, Jr. (Bronze)
CW4 Steven F. Flankey (Bronze)
MAJ Joseph M. Adams (Bronze)
GEN Thomas A. Schwartz (Bronze)
CW4 Kenneth W. Cline (Bronze)
CPT Andy J. Greer (Bronze)
CPT Natalee M. Liverpool (Bronze)
CW5 Allen L. Trivitt (Bronze)
CPT Christopher E. Albus (Bronze)
SSG Isaac C. DeLeon (Bronze)
CW4 Andrew B. Darcangelo (Bronze)
CPT Ciro C. Stefano (Bronze)
MAJ Cory A. Mendenhall (Bronze)
CW5 Michael A. Nadeau (Bronze)
LTC George L. Adamakos (Bronze)
MAJ Jonathan C. Fristoe (Bronze)
COL C. William Fox, Jr. (Bronze)
CW4 Ronald E. Klusacek (Bronze)
CW3 David M. Spooner (Bronze)
BG David W. Barno (Bronze)
MAJ Gregory A. Baker (Bronze)
CW4 Clay M. Carnes (Bronze)
SSG Herbert L. Osterhout (Bronze)
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COL Richard H. Agosta (Bronze)
CW4 Robert P. Antoskow (Bronze)
COL James M. Diamond (Bronze)
LTC Kent N. Schvaneveldt (Bronze)
CW4 Daniel E. Edwards (Bronze)
CW4 Jay Bellamy (Bronze)
CH(COL) Frank J. Whalen (Bronze)
MAJ(R) Daniel G. Norwalk (Bronze)
CW3 William G. Casteel (Bronze)



ADVERTISERS INDEX

AAI/ACL Technologies, Inc.	61	Lear Siegler Services, Inc.	25
AAR Cadillac Manufacturing	5	Northrop Grumman Corporation, ESSS	47
Air Comm Corporation	45	Parker Aerospace. Parker	
ARINC Incorporated	7	Hannifin Corp.	39
Avion, Inc.	22	The Purdy Corporation	58
BAE SYSTEMS	11	Robertson Aviation, L.L.C.	41
BFGoodrich Aerospace	29	Rockwell Collins, Inc.	2
Boeing Aircraft & Missiles	1	Sabreliner Corporation	43
Chandler Evans Control Sys Div. Collec.	15	Science Applications International Corp.	57
DynCorp	17	Sierra Research	61
Dynetics, Inc.	36	Sikorsky Aircraft	31
Earmark, Inc.	22	Simula Safety Systems, Inc.	57
Fairchild Dornier	19	Skyline Industries, Inc.	51
Fastening Systems International, Inc.	56	Stevens Aviation, Inc.	37
FCX Systems, Inc.	25	TEAC America, Inc.	53
GE Aircraft Engines	33	Teledyne Brown Engineering, Inc.	49
Global Helicopter Technology, Inc.	38	Telephonics Corporation	13
GSA	54	The Retired Officers Association (TROA)	59
Gulfstream Aerospace Corporation	27	Unifliron Incorporated	63
Helicomb International Inc.	26	USAA	9
The Hertz Corporation	INSERT	Westwind Technologies Inc.	49
Israel Aircraft Industries Ltd.	23	Wilcoxon Research	59
ITT Night Vision	21		

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✶ May 1. AAAA Scholarship Application Deadline.

✶ May 17. Lindbergh Chapter Annual AAAA Scholarship Tournament, Golf Club of Wentzville. Contact Chuck Trendley (636) 240-6314 or ctendle@aol.com. All AAAA members and their guests are welcome to enter.

✶ 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.

✶ Oct. 15. AAAA National Executive Board Meeting, Marriott Wardman Park Hotel, Washington, D.C.

✶ Oct. 15. AAAA Scholarship Foundation Executive Committee Meeting, Marriott Wardman Park Hotel, Washington, D.C.

✶ Oct. 15-17. 2001 AUSA Annual Meeting, Marriott Wardman Park Hotel, Washington, D.C.

✶ May 11-15, 2002. AAAA Annual Convention, Nashville, TN.



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 on Thursday, April 5, 2001, at the AAAA Annual Convention in Charlotte, N.C. Contact the AAAA National Office for details at (203) 226-8184

BG William B. Bunker Army Aviation Hall of Fame 1974 Induction

BG (later LTG) William Beehler Bunker was commissioned in the cavalry upon graduation from West Point in 1934. Even though he never received a rating as an Army aviator, in 1950 his career became inextricably involved with Army aviation. He authored a report to the Chief of Transportation that convinced the Army of the intrinsic value of the helicopter in logistical roles.

This report resulted in the large-scale procurement of cargo helicopters by the Army and earned Bunker the appellation "Father of the Helicopter," from his Army contemporaries. He accurately envisioned the very important logistical role of helicopters as complements to ground transport vehicles and established the philosophical basis for airmobile logistics within the U.S. Army.

Later, as assistant chief of transportation [Army aviation], Bunker continued to work toward the perfection of an airmobile logistical system and was largely responsible for the Army's procurement of CV-2 Caribou aircraft. He was the force behind the transfer of aviation maintenance proponentcy from the Ordnance Corps to the Transportation Supply and Maintenance Command, where he developed and established sophisticated procurement and logistics systems for Army aviation. In later assignments as both Comptroller and DCG, Army Materiel Command, he continued to emphasize his strong belief in the great importance of cargo helicopters to the success of airmobile logistics. He died in 1969 while serving as the DCG, Army Materiel Command.





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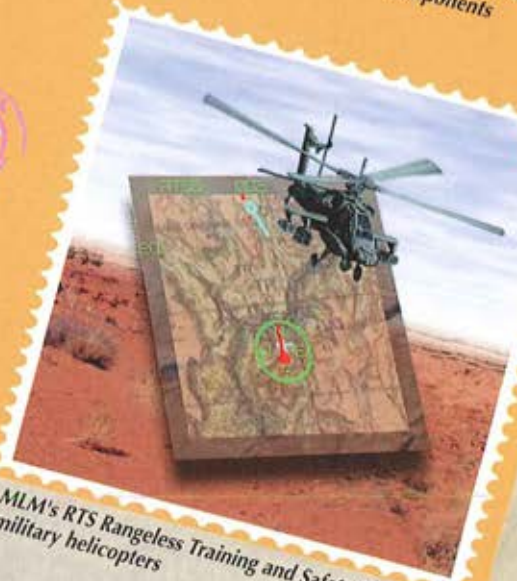
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