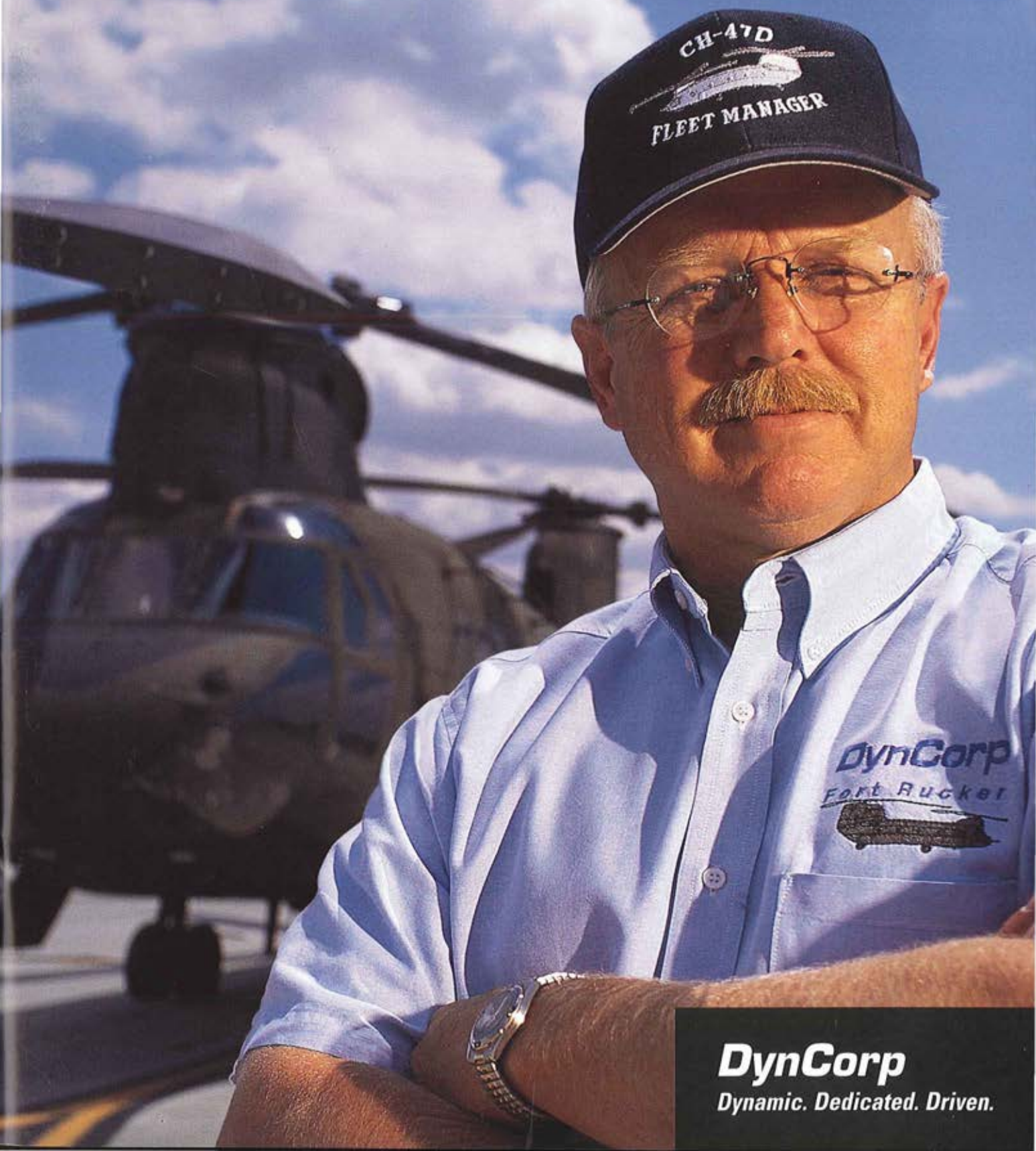


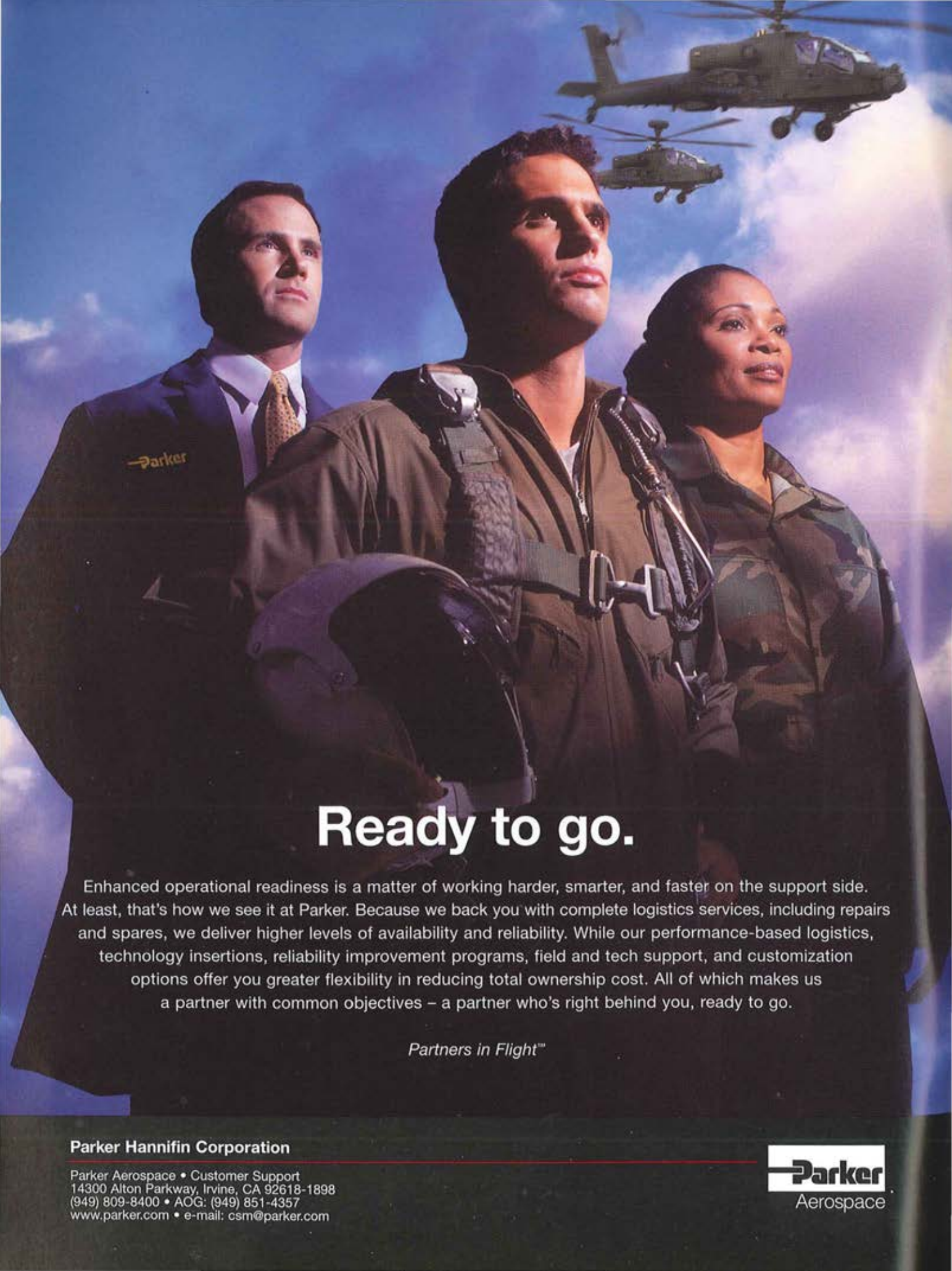
ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA • JANUARY 31- 2002 • \$3.00



DynCorp

Dynamic. Dedicated. Driven.



Ready to go.

Enhanced operational readiness is a matter of working harder, smarter, and faster on the support side. At least, that's how we see it at Parker. Because we back you with complete logistics services, including repairs and spares, we deliver higher levels of availability and reliability. While our performance-based logistics, technology insertions, reliability improvement programs, field and tech support, and customization options offer you greater flexibility in reducing total ownership cost. All of which makes us a partner with common objectives – a partner who's right behind you, ready to go.

Partners in Flight™

Parker Hannifin Corporation

Parker Aerospace • Customer Support
14300 Alton Parkway, Irvine, CA 92618-1898
(949) 809-8400 • AOG: (949) 851-4357
www.parker.com • e-mail: csn@parker.com



Publisher
Lynn Coakley

Editor in Chief
William R. Harris Jr.

Editor
Stephen Harding

Production Manager
Barbara Ross

Contributing Editor
James R. Bullinger

Circulation Manager
Mary Ann Stirling

Circulation Assistants
Debbie Coley
Diane Grinstead
Mary Ellen Kother
Deb Simons

Advertising
Robert C. Lachowski



on the cover

Paid Advertisement. For more than 50 years, DynCorp has been working side-by-side with the DoD, providing superior rotary-wing maintenance and modification services around the world. Renowned for its excellence, DynCorp has also garnered a record-setting number of AAAA Materiel Readiness Awards - more than any other services contractor. *Caption provided by advertiser.*

Two Army UH-60 Black Hawk helicopters based in Kosovo assisted in the evacuation of casualties from an accident Nov. 26 involving a civilian taxi and a train. The accident occurred in the city of Glavica at about 8:40 p.m. Members of the 504th Military Police Company and 717th Medical Battalion (Air Ambulance) assisted at the accident scene. Seven people were killed and one was injured in the crash. The lone survivor was treated at the Army hospital at Camp Bondsteel, officials said, before being flown to Pristina, Kosovo. The accident is currently under investigation by the U.N. Civil Police.

Embry-Riddle Aeronautical University's Extended Campus is now offering online certificate programs in logistics, safety and aircraft maintenance (FAR Part 65). Credit may be given for coursework completed at other academic institutions, and for documented prior experiential learning. Academic credits earned in the online certificate programs may also be applied toward an Embry-Riddle degree. For more information about the online programs, visit www.ec.erau.edu or call (386) 226-6363.

The Defense Commissary Agency (DeCA) has announced that, for the first time in its history, it has achieved 30-percent savings for its customers. By compiling data on which products are the most popular and which offer the best savings to customers, and then negotiating the lowest possible prices with vendors, DeCA is able to pass on significant savings to its customers, officials said.

U.S. troops serving in Afghanistan as part of Operation Enduring Freedom will pay little or no federal tax this year thanks to an executive order President George W. Bush signed Dec. 14. The order, effective Sept. 19, 2001, designates Afghanistan and its airspace as a combat zone and makes service members involved in combat operations in that zone eligible for certain tax benefits. DOD will also certify the eligibility of certain troops outside of Afghanistan to receive these tax benefits. To be eligible, these troops must be directly supporting operations in Afghanistan and must be receiving imminent-danger or hostile-fire pay for reasons related to the Afghanistan operation. For further information see your unit tax adviser or visit www.defenselink.mil/news/Dec2001/n12142001_200112145.html.

Three U.S. Marines were injured in Afghanistan on Dec. 16 when one of them stepped on a land mine at Kandahar Airport during a search for munitions and lingering enemy forces. One of the Marines lost a leg below the knee and the other two suffered shrapnel and other minor wounds. The names of the three - all of whom were evacuated from Kandahar - were withheld pending notification of their families. The incident occurred two days after the Marines took control of the airport.

The Boeing Company has signed a foreign military sales (FMS) agreement with the U.S. government to upgrade 35 Egyptian AH-64A Apache helicopters into next-generation AH-64Ds. Egypt initially announced its intention late last year to remanufacture its Apache fleet. The Army authorized Boeing to begin procuring long-lead items earlier this year. Deliveries to Egypt are scheduled to begin in 2003. The FMS contract for the Egyptian Apaches, which includes associated spares and ground-support equipment, is valued at approximately \$400 million, including the aircraft, ordnance, spares, training and support.

The Army recently announced plans for additional measures designed to increase the security of chemical-agent stockpiles at Aberdeen Proving Ground, Md. Earth-covered, reinforced igloos will be built to protect the mustard agent stockpile, which has been stored outdoors at Aberdeen without incident since World War II. The additional measures at Aberdeen are intended to enhance safety until the mustard agent stockpile can be safely neutralized, officials said.

Peter B. Teets has been sworn in as the undersecretary of the Air Force and appointed director of the National Reconnaissance Office. Teets has worked in various engineering and management positions with industry since 1963 and is the former president and chief operating officer of Lockheed Martin Corp.

contents

vol. 51 no. 1

JANUARY 31, 2002

FEATURES:



6 Maintaining The Fleet

by MG John M. Curran

14 Sustaining Attack Helicopter Maintenance Skills

by CW4 Alan Ruzicka

16 JRTC — Eagle Assault Style

by LTC William H. Morris and CPT Stephen M. Miller



19 USAALS Students Aid in Live-Fire Training

by William R. Tipps

20 Technology Replaces Weather Counters

by SMSgt. Salinda A. Larabee, USAF

24 Aviation in the IBCT: The Dutch Example

by CW3 Troy A. De Golyer

27 Army Aviation and IMI

by Allie N. Eschenbach and CW5 Larry Moran

29 USAALS Up to Speed

by SFC Jamie C. Martinez

31 AAHF Names Air Show Program

by Mike Brady



SPECIAL FOCUS: Product Support and Maintenance

10 Looking to a Changing Future

by MG Larry Dodgen

DEPARTMENTS:

AAAA New Members.....	34	Briefings	3
AAAA News	33	Calendar.....	36
Arrivals & Departures	32	Hall of Fame.....	39

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title reg[®] in U.S. Patent office, Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Monroe, CT 06468-2830.

Need A Field Team?

We're Just A Phone Call Away!

aircraft

engines

support
equipment

electrical

avionics

missiles

vehicles

tanks

armament

depot
augmentation

contingency
-support

modifications

logistics
-supply support

maintenance

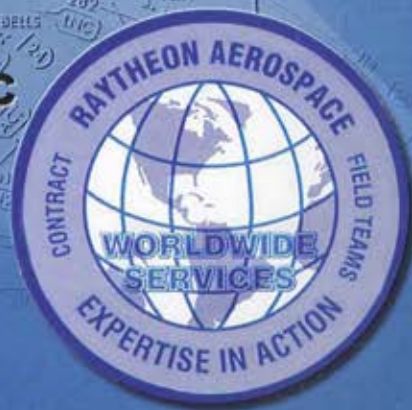
unit support

depot
-support

testing

Raytheon Aerospace LLC
Contract Field Teams
4600 S.E. 29th St. Suite 500
Del City, OK 73115-3407

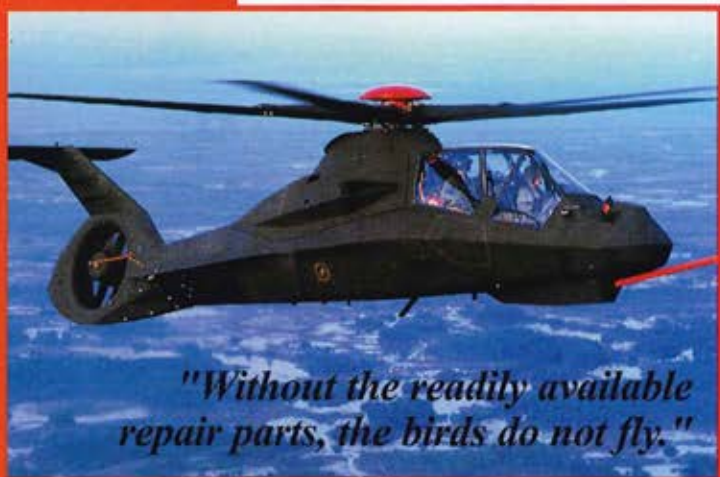
Contact Craig Sonner
1-800-788-8101
Fax (405) 677-4516
Email: csonner@raellc.com



2-Time Winner of the AAAA Material Readiness Award!

MAINTAINING THE FLEET

MG John M. Curran



"Without the readily available repair parts, the birds do not fly."


"The Army will transform into an Objective Force that will be more strategically responsive and dominant across the entire spectrum of military operations — and decisive at every point on that spectrum. The Objective Force will be more responsive, more deployable, more agile, more versatile, more lethal, more survivable and more sustainable than today's force". — GEN Eric K. Shinseki

Over the past several years the Army has made many changes as we continue down the road to transformation. Sustainment has been, and will always be, a critical part of our operations. Success will be defined by how we as leaders identify the parts/components required for sustaining the fleet during the conduct of both peacetime and hostile operations. Operational readiness reporting is one way to achieve success, but it is demand history that informs the logistical community of the true requirement.

Maintaining our aircraft fleet ensures that we can fly safely to accomplish our assigned mission.

Army aviators have known about safety since their flight school days, but they may not know enough about maintenance and logistics. As careers progress and aviators become specialized, the aviation maintenance officer, better known as the "maintainer," becomes a critical asset. All aviators eventually learn that we can't perform maintenance on aircraft unless there is an established logistical foundation.

Maintaining our aircraft fleet ensures that we can fly safely to accomplish our assigned mission. The operational tempo (OPTEMPO) flown on aircraft affects not only "scheduled" maintenance, but also the frequency of "unscheduled" repairs. The more the aircraft are flown, the more maintenance must be performed, and the time between scheduled maintenance approaches faster with every launch.

An aerial radar image showing a city or urban area. Overlaid on the grayscale image are various colored lines and dots: red, yellow, blue, and green. These likely represent different types of radar data, such as ground moving targets or specific terrain features.

This real-time
image may never win
an award.
But it could help
win a war.



Excellence in Airborne Ground Surveillance and Battle Management requires a system with simultaneous multi-mode radar operations providing both high performance Ground Moving Target Indicator (GMTI) & Synthetic Aperture Radar (SAR), rapid exploitation and timely dissemination to air and surface component forces. Only Northrop Grumman has operationally demonstrated time and time again the ability to provide the necessary performance through the unprecedented development and evolution of our unique Airborne Ground Surveillance Technologies.

www.northropgrumman.com

© 2001 Northrop Grumman Corporation

NORTHROP GRUMMAN
Integrated Systems

Conducting maintenance properly is crucial to ensuring aircraft are always ready to perform assigned missions. As aviators, we cannot perform the necessary maintenance without first understanding and having a basic knowledge of logistics. For example, parts must be readily available in four different logistics bases: the bench stock; the shop stock; the prescribed load list (PLL); and a supporting activity that stores the authorized stockage list (ASL). The aircraft's support chain includes parts and maintenance.

We determine how many and what parts to continually stock once we initially establish records and track them based on "demand history." Records on previous requests for issue and repair determine what parts are required and are also part of the "demand history." Records identify how often those demands were made, and how many parts were issued and repaired within a controlled period.

Demand history provides the foundation on which to establish stocks and parts lists. If demand history is unavailable, using any combination of the following methods creates initial levels and lists of stock:

a. Comparison. Initial stock compared to demand data obtained from a similar activity supporting like customer units or missions.

b. Computation. An initial stock level may be created by using equipment-density lists and technical manuals, or using authorization documents and the supported troop density list.

c. Field experience, combined with the vendor's knowledge and manufacturing studies and simulation data, or a request to the Army Materiel Command, results in a recommended initial stock level.

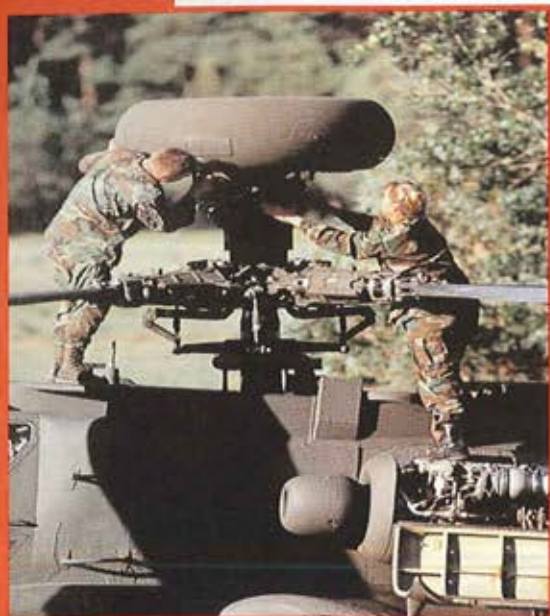
Units that use demand history to determine the required parts needed to maintain assigned aircraft are usually more successful in keeping aircraft downtime to a minimum. The maintainer identifies those parts as in "demand" and stores them at sufficient stock levels, resulting in an increase in the operational readiness (OR) rate. The OR rate demonstrates a unit's ability to successfully perform its mission. Many creative ways have been devised over the years to manipulate and report OR when, in fact, the organization's OR does not reflect an accurate snapshot of its overall readiness.

As aviators, we cannot perform the necessary maintenance without first understanding and having a basic knowledge of logistics.

When an aircraft is not mission-capable because a part is unavailable from supply, maintainers know many ways to report that aircraft available.

For example, an aircraft requires a transmission before it can be assessed as "mission-capable," but the supply system cannot deliver a transmission for months. Reporting the lack of transmissions on the unit readiness report will cause it to be intensely scrutinized at the item-manager level and higher.

To circumvent the status of this aircraft as non-mission capable, however, the maintainer looks to a battlefield technique now described as "controlled exchange" — removing needed parts from other dead-lined equipment. The more creative and experienced maintainers will exchange components from an aircraft that is technically "available" and in its scheduled "phase" maintenance. This method of rotation and pulling components while in phase maintenance can continue indefinitely.



**Your commitment is to protect freedom.
Our commitment is to protect you.**

ITT Industries takes great pride in providing electronic protection to the
Armed Forces of the United States and friendly nations.



ENGINEERED FOR LIFE IS A REGISTERED TRADEMARK OF ITT INDUSTRIES. 00201

"This country will define our times, not be defined by them. As long as the United States of America is determined and strong, this will not be an age of terror; this will be an age of liberty, here and across the world." — George W. Bush, September 20, 2001



ITT Industries
Engineered for life™

Looking to a Changing Future

By MG Larry Dodgen

It is truly a distinct pleasure for me to address AAAA members and Army Aviation readers for the first time as the Aviation and Missile Command (AMCOM) commanding general.

When Al Sullivan and I were changing command on Monday, Sept. 10, we — like the rest of the country — had no idea how the world would change 24 hours later.

Obviously, AMCOM's efforts since Sept. 11 largely have been focused on Operation Enduring Freedom, but I would like to take this opportunity to bring members and readers up to date on product-support and maintenance issues as we begin the third year of the millennium.

Indeed, it is an honor and privilege for me to continue on the course that Mr. Joseph P. Cribbins charted for more than two decades. Mr. C's depth of understanding has combined with his unique and innovative logistics approaches to influence the community and reinforce us as we face future challenges. His contributions and his spirit are the foundation upon which we continue to build.

"... many brave people have pulled together to protect our nation and care for the victims of terrorism."

The theme of this year's symposium: "Transformation in War," reminds us not only that we live in a dangerous world, but also that we need to remember and honor those lost on Sept. 11. The theme also reminds us that many brave people have pulled together to protect our nation and care for the victims of terrorism. Together, we must continue guaranteeing and sustaining our national ideals.

Recapitalization

I am pleased to report that we have made great recapitalization strides since last January. Specifically, the crucial Apache, Black Hawk and Chinook recapitalization baselines have been approved. COL Barry Ward and his team are moving out smartly to assure that our recap and common-configuration efforts stay on track.



Out here,
they depend on me. For auto insurance,
I depend on USAA.

Auto Insurance. USAA has the best auto insurance for the military. Why? Because military members and their families are our primary concern. We're proud to offer auto insurance at great prices, with outstanding service and fast claims response 24 hours a day, 7 days a week. We know that frequent PCSs and sudden deployments are part of the job. With USAA, your coverage moves with you, even to many overseas locations.

We also have a full line of property and life insurance products geared to meet your unique needs. But don't take our word for it. Ask around. With more than four million USAA members, you won't have to look far. Let us focus on your individual needs. To find out more and obtain a free auto insurance quote, contact us today.

Call us at 1-800-274-4307
or visit us at usaa.com



We know what it means to serve.®

INSURANCE • BANKING • INVESTMENTS • MEMBER SERVICES

USAA means United Services Automobile Association and its subsidiaries and affiliates. Property and casualty insurance products are provided by United Services Automobile Association, USAA Casualty Insurance Company, USAA General Indemnity Company, USAA County Mutual Insurance Company, USAA Texas Lloyd's Company or USAA Limited. Applicants for USAA property and casualty insurance must meet group membership eligibility requirements before purchasing for the first time. All applications for property and casualty insurance are subject to underwriting. Some restrictions apply. Life and health insurance and annuities are provided by USAA Life Insurance Company, San Antonio, Texas, except in New York. In New York, life insurance is provided by USAA Life Insurance Company of New York, Highland Falls, New York.

©2002 USAA. All rights reserved.

Divesting the AH-1, UH-1 and OH-58 legacy fleet is also a key ingredient in Barry's efforts, because it frees up precious funds to recapitalize today's premier fighting platforms for the digital future. The divestiture of almost 1,000 aircraft by 2004 will give us a fleet of four types, down from six. This divestiture will go a long way toward increasing our operational-readiness rate.

Emphasis

As "the new guy on the block" I have pledged AMCOM to:

- reduce lifecycle operating and support costs;
- reduce our logistics footprint;
- increase readiness; and
- meet all warfighting and combat overmatch requirements.

To fulfill that pledge, AMCOM will work toward advanced prognostics and diagnostics product support and maintenance initiatives, thus reducing the burden on maintainers.

Additionally, the Corpus Christi Army Depot (CCAD) continues to play a pivotal role in leading the aviation community's product-support and maintenance efforts. For example, CCAD's reliability-centered maintenance

"Stock availability has been an extremely challenging issue in the face of continued funding shortfalls ..."

standards and engine partnership with General Electric have reduced support costs and increased readiness.

AMCOM also will be working closely with MG Joe Bergantz and his PEO Aviation team to incorporate the "goodness" from the Advanced Maintenance Aid Chinook (AMAC). AMAC will provide a clear understanding of the reasons for aircraft part removals.

AMAC's electronic "e-cards" will provide all product-support and maintenance information in a single work package that can be constantly updated and transmitted electronically, identifying unneeded maintenance actions and parts-failure trends. AMAC will collect all critical information, without a maintainer filling out any paper forms. That information, in turn, helps improve readiness, reduce costs and produce a greater "go-to-war" capability, as well as decreasing maintenance time per flight hour and more durable, reliable components.

Transformation

As the community continues to address changing and emerging 21st-century threats, AMCOM's transformation efforts are also being orchestrated by COL Barry Ward's team. Integral to Barry's efforts is what AMCOM calls the "full-spectrum" support of Army Transformation.

In that role, as mentioned earlier, not only are we working divestiture and recapitalization, but also, AMCOM is working the pacing technologies, as well as the research and development and procurement efforts for the interim and objective forces.

This is a three-pronged force effort — legacy, interim

and objective — and it has us partnering closely with PEO Aviation, industry and academia to provide "winning-edge" technologies.

As I write this, Barry's team is preparing to present a feasibility analysis to the Army leadership on the goal of achieving 90-percent Operational Readiness goals. AMCOM looks forward to updating readers on that topic in a future issue.

TRADOC Support: Trained Pilots

In partnering terms, let me update the community on our efforts to solidify and deliver "schoolhouse" needs. Most importantly, AMCOM's Integrated Materiel Management Center (IMMC) is working "hand in glove" with MG John M. Curran's Fort Rucker team to assure that the aircraft parts required for the high-OPTEMPO training base and Flight School XXI are delivered when and where they are needed.

For example, the IMMC conducts monthly on-site Fort Rucker visits, using the high-priority Force Activity Designator code to minimize zero-balance critical item supply situations. Working together, we are able to provide the Aviation Center with the highest-possible level of proficiency, assuring parts availability to meet training schedule needs and requirements.

Stock availability has been an extremely challenging issue in the face of continued funding shortfalls, and we have been tremendously aided in meeting that challenge by the surging of production at CCAD and by various contractors.

Joint Efforts

Although my background has been primarily in air defense artillery assignments, I have had many opportunities to gain an appreciation for joint warfighting efforts and tri-service integration.

With respect to how that relates to the Army aviation community, the Joint Aeronautical Commander's Group (JACG) Joint Council on Aging Aircraft (JCAA) is identifying, investigating and implementing programs that will eventually field airframe corrosion, wiring, avionics and dynamic component products to improve the availability and affordability of aging aeronautical systems in all the services. Using integrated roadmaps, shared data and analysis, the JCAA is working to coordinate the funding necessary to enable promising technologies.

Summary

AMCOM's new vision — "Dominant aviation and missile systems ... decisive victory through readiness" — reflects our new mission of partnering with MG Joe Bergantz and MG John Curran and their warfighters, as well as with industry, to assure readiness and superiority in future conflicts.

The future has changed since Sept. 11, but AMCOM's pledge to continue providing the best possible product support and maintenance to our warfighters around the world has not changed.



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

Supporting the US Army with Fuel Pumps and FADEC Systems for over forty years!



**GOODRICH**

For over forty years, we've been the forward-thinking team providing the aerospace industry with innovative fuel pump and engine control products for the turbine engine markets.

Previously known as **Chandler Evans, Pump & Engine Control Systems**, a division of Goodrich Corporation, is building on this prestigious heritage to offer comprehensive fuel metering and control system solutions.

Our products include gear and centrifugal main engine fuel pumps, as well as single and dual channel FADECs. More importantly, we're developing next generation products for even greater fuel control system functionality. We never stop thinking ahead!

We are your single technical and logistical point of contact for all externals, with lower cost products and new advantages in size and weight. To find out more, call the Business Development office at 860-231-2782.

We're on it.™

Pump & Engine Control Systems
Goodrich Corporation
Charter Oak Blvd.
West Hartford, CT 06133-0651
tel: 860-236-0651 fax: 860-232-1873
www.goodrich.com

Sustaining Attack Helicopter Maintenance Skills

CW4 Alan Ruzicka

Engineers, maintenance experts and systems managers have endeavored to forecast every fault, write a procedure for every maintenance task and design the Apache to display every anomaly. But the reality of operating the Apache in the field is that maintenance still requires intuition, general aircraft systems knowledge and the skills attained through that time-honored method, experience! And those maintenance skills are perishable.

Maintenance of complex aircraft involves the use of many intricate skills. These skills are attained from formal maintenance training or experience gained from the field. As hard as maintenance skills are to achieve, sustaining the necessary level of maintainer proficiency has been elusive for many attack helicopter units.

Whether the loss of those critical skills occurs because of deployments, unit transitions to the AH-64D or predeployment train-ups, attack helicopter units must maintain a reasonable level of maintenance proficiency to maintain the warfighting edge of our Apaches. In addition to the unit's immediate needs, individuals might find themselves in need of a quick refresher on a system to solve an elusive fault or regain some knowledge lost due to extended temporary duty.

The immediate solution is to shut down operations, then organize and conduct refresher training. Another solution is to ship the maintainers back to a course that provides a refreshed level of proficiency. The expensive solution is to have a military- or contractor-provided training team travel to the unit. All these solutions have the common problem that considerable time and assets must be lost to conduct the needed training to regain

that level of needed proficiency. With today's mission load, who has time for that?

At the U.S. Army Aviation Logistics School (USAALS) we feel that technology has made possible better solutions to the maintenance proficiency challenge. These solutions involve the use of the emerging technology of distance learning (DL). These DL initiatives take the form of CD-ROM-based lessons on each

system, video teleconference (VTC) of an actual lesson conducted at the Department of Attack Helicopter Training (DAHT) or Internet-accessed interactive media instruction (IMI).

The success of any DL initiative requires the soldier be afforded the opportunity to have access to computers, the Internet, or 2 to 3 hours of protected time to attend a VTC. The time and assets can be rearranged

around the soldier's or unit's specific requirements. Success is measured by the amount of time that elapses between the time the soldier completes the training and when the knowledge gained is applied to the Apaches flying missions.

Some of the options for USAALS DL are:

- CD-ROM. Sustainment training conducted on CD-ROM is not new. During the modification of the AH-64A to apply the integrated inertial navigation system, CD-ROM-based training was fielded to every Apache unit for the conduct of initial and recurring operator and maintainer training.

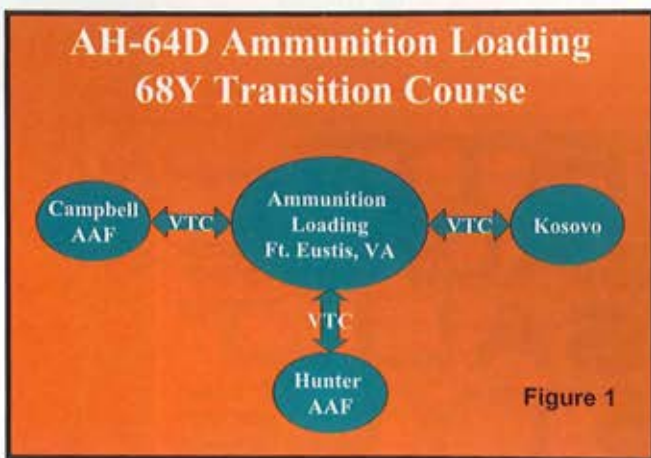
Unfortunately, this early initiative was not immediately followed up with additional systems-training CDs to exploit the equipment fielded. The result has been that the initial CD-ROM DL initiative fell by the way-

*Maintenance of
complex aircraft
involves the use of
many intricate skills.*

side and the equipment not upgraded and maintained. Today, however, USAALS has created and is modernizing a whole new set of sustainment training CD-ROMs that will cover all systems of the AH-64A and AH-64D. Apache units will be able to collectively or individually complete system training as needed. All the soldier will need is a computer and the time to attack the material.

● VTC. Using VTC to take training that is conducted at USAALS and transmitting that to the units is very much a reality today. USAALS has accomplished this type of DL by the qualification of Texas National Guard soldiers on maintaining the UH-60, MOS 67T.

An example of an application of Apache sustainment training [see figure 1] would be the block of instruction that teaches the 68Y transition student about ammunition loading on the AH-64D. Here the actual scheduled lesson would be conducted with the students who are attending the AH-64D 68Y transition course. Where we would apply the DL element is to have a video camera at the training position taping and transmitting the lesson. The interactive angle to this method of training would be the VTC element, which allows soldiers at



distant locations to ask questions or make comments or suggestions to the instructor conducting the training at Fort Eustis, Va.

● Internet. Plans call for all USAALS computer-based training to eventually be centrally located on a main computer server for the training conducted at the school. One important by-product of the automation of all training here at USAALS is that maintainers in the field will have access to all the training materials. Using these training

materials, soldiers in the field will be able to explore the Apache's systems on their own — which will translate to a better maintained attack helicopter.

As a result of the Sept. 11 terrorist attack, our Army has been called to arms. Apache maintainer proficiency in AH-64 battalions will be a critical combat multiplier in the sustainment of attack helicopter operations. USAALS is working hard to ensure that our attack helicopter units are ready to meet the maintenance challenge — without sacrificing assets for refresher training.



CW4 Alan Ruzicka is an AH-64D maintenance officer and chief of the Advanced Attack Armament Division of the U.S. Army Aviation Logistics School at Fort Eustis, Va.

We Support You . . . Every Step of the Way.



- Design/Manufacture of Utility Helicopter Field Equipment
- Local Manufactured Work Aids Kits
- Fuel Integrity Test Unit
- Nitrogen Supply Unit
- Nitrogen Blade Check/Fill Unit
- Maintenance Cranes and Stands
- Blade Fold Kits
- In-stock Inventory
- Two year warranty program

Call us at 860-682-6800, x112
Visit our website at www.habco.org



HABCO INCORPORATED
41 Sequin Drive, Glastonbury, CT 06033
TEL (860) 682-6800 FAX (860) 682-6804

JRTC - EAGLE ASSAULT STYLE

By LTC William H. Morris and CPT Stephen M. Miller

The opposing force (OPFOR), observer-controllers (O/Cs) and cadre at the Joint Readiness Training Center at Fort Polk, La., recently provided a great training experience for soldiers of the 101st Airborne Division's 1st Brigade Combat Team.

This article, although only the authors' opinion, looks at that recent deployment to "Cortina" and reviews some of the great lessons we learned during JRTC rotation 02-01. Our journey begins with the live fire phase prior to the deployment.

LIVE FIRE

Before the main deployment of troops to Fort Polk, elements of the 101st Abn. Div.'s 1st BCT, Task Force 5-101 (the assault TF) and TF 3-101 (the attack TF), deployed to support several air-assault live fires. The first was the Trench Live Fire at Fort Polk's Peason Ridge.

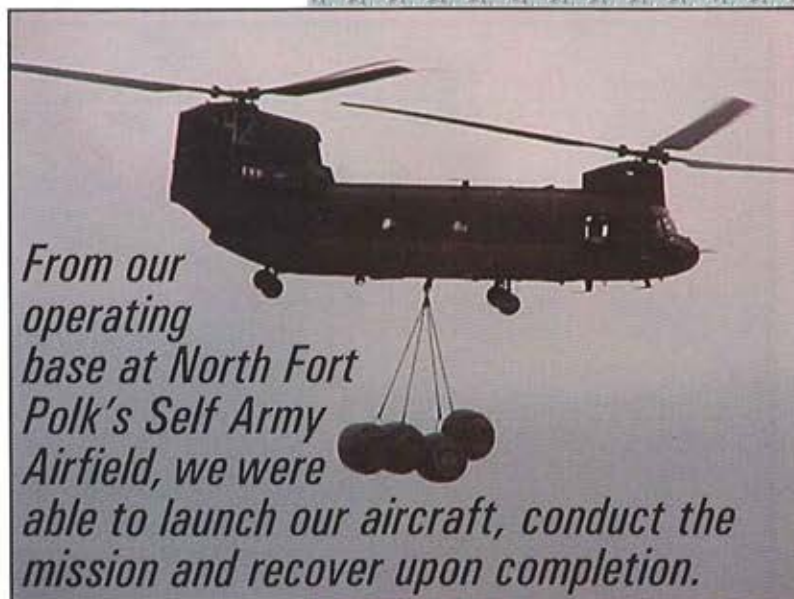
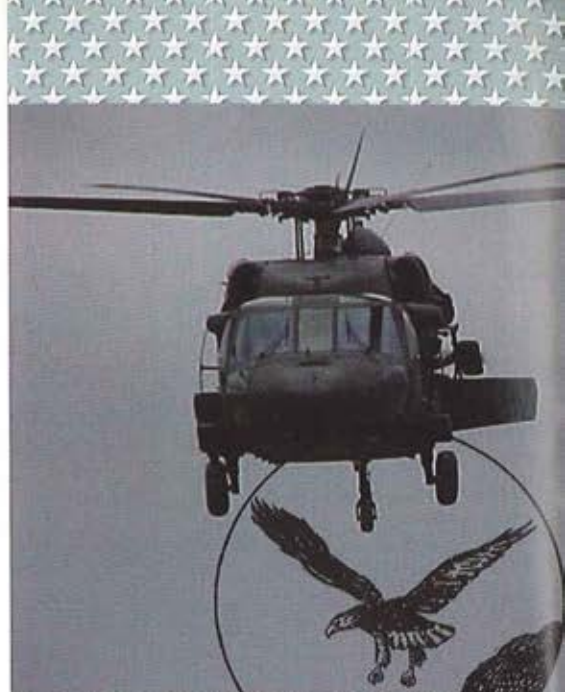
From our operating base at North Fort Polk's Self Army Airfield, we were able to launch our aircraft, conduct the mission and recover upon completion. All of the participating company and battery commanders worked closely with the JRTC live-fire committee to execute these missions with little involvement from their supporting battalion headquarters.

Next came the dry fire, a full-dress rehearsal that brought together all of the combined-arms elements before the actual live fire. The live-fire mission was flown 24 hours later.

The first live fire began with the landing zone (LZ) preparatory and attack-helicopter distributed fires, followed by the landing of serials of three aircraft with a two-minute separation between serials. Many of the soldiers had never witnessed the sights and sounds of a fully prepared LZ, which was an invaluable experience.

This Table X gunnery experience requires all gunners to be qualified on table VII and VIII within six months of execution. It is also a great chance to work closely on precision lifting and shifting of fires between the artillery and the attack helicopters.

The second live-fire exercise we supported involved Fort Polk's Shugart-Gordon Military Operations on Urbanized Terrain



From our operating base at North Fort Polk's Self Army Airfield, we were able to launch our aircraft, conduct the mission and recover upon completion.

(MOUT) site. The air assault associated with the MOUT live fire serves primarily as a means of insertion, rather than an actual live fire for door gunners. However, the suppression of enemy air defenses (SEAD) planning, airspace coordination with the attack company, and the face-to-face mission planning with the infantry is invaluable to the assault company commander before entering the training area, known as "the box."

INITIAL STAGING BASE

The Initial Staging Base (ISB) at Alexandria Industrial Center, La., (formerly England Air Force Base) provides a realistic, austere arrival location for forces preparing to operate in the box. All of our units came together at the ISB and quickly assembled into TF configuration.

Critical to success in the ISB are the many regulatory requirements that must be met prior to movement into the box — such as MILES installation, aircrew procedures guide (APG) brief, exercise rules of engagement (EXROE) brief and environmental hazard brief. We installed much of the MILES gear at home-station prior to departure, and also downloaded the APG and EXROE booklets from the JRTC website and printed them at home station before departure. These tasks may seem relatively simple, but they are tremendous time savers in the ISB.

FIRST MISSION

Once set in the ISB, the fun really began when we received the first mission order from the "21st Div.," the higher headquarters for the operation.

Our first mission was to lift the preponderance of the 1BCT's combat power into the brigade's AO Shield (Peason Ridge Training Area). The mission was to seize the flight landing strip in AO Shield, followed by the destruction of "Cortinian Liberation Forces" (CLF) in-zone.

The mission began with the insertion of the Brigade Reconnaissance Detachment (BRD), a 60-soldier outfit with multiple intelligence-gathering and fire-support tasks. The BRD was inserted into multiple LZs throughout the AO 24 hours before the main-body air assault. This served two purposes — to insert the BRD under the cover of darkness and to allow our flight leads to put eyes on the LZs for the follow-on 1BCT "seats-out" operation. This LZ reconnaissance is a 101st Abn. Div. requirement for all seats-out operations, to mitigate risks in training environments.

TF 3-101 led the BRD insertion with a zone recon, followed by air assault security during LZ operations. Once on the ground, communications were established with the BRD commander before aircraft broke station.

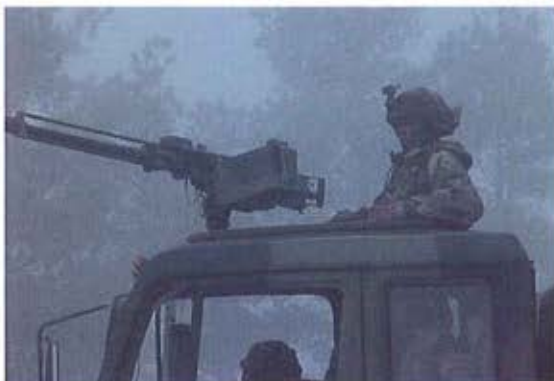
The Aircrew Brief (AB) for the main air assault began almost as soon as the aircraft returned from the BRD insertion. And before

the AB all elements of the 1BCT had participated in the Air Mission Coordination Meeting (AMCM) and the Air Mission Brief (AMB) between the ground tactical commanders and the air mission commander and air-battle captain. The AMCM and AMB took place 48 hours and 24 hours, respectively, before the air assault, and the AMB was conducted with the 1BCT commander present.

One of the challenges facing any aviation staff during the ISB operation is executing the military decision making process (MDMP), resulting in the preparation of the aviation task force operation order (OPORD) with the air assault planning process taking place simultaneously. The TF 5-101 executive officer (XO) was the lead proponent for this process since the commander, S3 and Aviation Liaison Officer (LNO) were engaged with the brigade orders process and air assault mission planning.

Critical planning tasks included the execution of the Ground Assault Convoy (GAC) into our new Tactical Assembly Area (TAA), the echelonment of forward air refueling points (FARPs), the marshalling and flow of organic unit sling loads, and the positioning of command posts (CPs) and aircraft within the TAA. With 28 UH-60s and nine CH-47s, proper land and airspace management in the vicinity of the TAA are essential to mission success.

Before the air assault, the TF 5-101 OPORD had been published, the air assault mission planning had been done in great detail, and the TF ground and air rehearsals were complete. Then it was time to execute and leave the ISB.



SEIZE THE LODGMENT/ MOVEMENT TO CONTACT

After a 24-hour weather delay the 1BCT air-assault conditions were set and 101st Abn. Div. commander gave the thumbs-up for execution of the seats-out operations.

The conditions check for operations included the BRD's confirmation that there were no obstacles on the LZs and no mechanized or motorized enemy force that could influence actions on the LZs, and a thorough route and LZ reconnaissance by TF 3-101.

As TF 3-101 launched in support of the insertion of the offset battery (which would provide objective prep and SEAD fires) and the command-and-control (C2) UH-60 departed, the mission execution sequence began in earnest.

Our package that night consisted of 20 UH-60 mission aircraft, two UH-60 Downed Aircraft Recovery Team (DART) aircraft, two UH-60 spares, one UH-60 C2 aircraft, six CH-47 mission aircraft, one CH-47 spare and one CH-47 configured for FATCOW (OPCON to TF 3-101).

It is imperative to always plan for spares during each air assault operation, despite the composition of force. During the insertion of the offset battery, a CH-47 experienced an engine chip light, forcing us to sequence the spare Chinook into a serial. Quick thinking on the part of the downed CH-47 crew helped to re-rig the load and put it under the spare, which reacted within 15 minutes to a location 10 minutes away.

Aircraft took sporadic "fire" as they flew into LZ Albatross with their initial loads of the offset battery. That particular LZ (there were five primaries and five alternates that night) was used in subsequent lifts, but the

lead touch-down point shifted and the heading was oriented to the west.

Additionally, the delay in delivering the offset battery compressed the planned 1 hour and 30 minute separation from H-Hour to 30 minutes. This delay caused the 1BCT commander to delay H-Hour by 60 minutes. As the word was passed to the ground and air chalk commanders over the Air Battle Net (ABN) and the Combat Assault Net (CAN), attack helicopters from TF 3-101 continued to "destroy" targets of opportunity that threatened the offset battery.

As the initial main effort serials of UH-60s from Phoenix and Lancer crossed the point of no return inbound, TF 3-101 called LZs Hawk and Eagle cold. Even though the offset battery had received "fire" from CLF forces, the 1BCT commander determined that conditions were set and decided to continue with the air assault.

As the mission continued, two CH-47s, one UH-60 and one medevac aircraft were "shot down" or "damaged" in and around the LZs. This resulted in three different DART missions in the first three hours of the operation. We made several unsuccessful attempts to recover our "downed" aircraft, but took "fire" each time.

At the end of the mission some seven hours later, the light and heavy PZs were clean, all of the combat force was on the ground, several aircraft and crews remained pinned down in their LZs, and the 1BCT commander had been inserted at his TAC location. As TF 5-101 prepared for ground and air movement into the box, we continued to work on recovering the downed aircraft and personnel.

The TF 5-101 mission then focused on resupply and casevac of 1BCT assets. We continued to posture half of the CH-47 and UH-60 fleet on a night schedule, while keeping the remaining crews on a day schedule. This allowed us to move all TF elements into the box within a four-hour period. We quickly saw the benefit of rehearsing the aircraft arrival sequence prior to departing the ISB, as well as positioning refuel assets with the lead elements of the ground convoy.


Additionally, we found the use of a C2 aircraft to be an invaluable asset in providing a relay between the TAC and the convoy elements. The C2 aircraft was able to communicate with serial commanders and direct attack helicopters toward enemy forces acting on the vehicles along the GAC route.

While in the movement-to-contact phase, TF 5-101 missions included DART (two UH-60s on call 24 hours per day) to recover downed crews and aircraft; screen of the 1BCT rear area to prevent CLF penetrations; non-standard CASEVAC; and resupply to sustain the force. Additionally, we were given an on-order, hasty air assault mission, to expeditiously move a company, day or night, within four hours of notification to destroy CLF forces.

We received a "Quickwing" order for execution within 4 hours of receipt to "destroy" CLF forces that were interdicting the 1BCT main supply route and ground movement route. With a Quickwing operation, the aviation TF must be focused on one objective — preparing kneeboard packets. These packets are, in essence, the FRAGO from which the flight companies will execute.

[This article will conclude in next month's issue. — Editor]

LTC William H. Morris is commander of the 5th Battalion, 101st Aviation Regiment. CPT Stephen M. Miller is the 1st Brigade Combat Team air assault liaison officer.



Apache
by Boeing,
transmissions
by Purdy.

© 2001 THE PURDY CORPORATION

TEAM APACHE
Proud Supporters of America's Military.

THE PURDY CORPORATION
Aerospace Manufacturing Technologies For The 21st Century
ISO 9002 CERTIFIED

586 Hilliard Street, Manchester, CT 06040 • www.purdytransmissions.com

USAALS STUDENTS AID IN *LIVE-FIRE* TRAINING

By William R. Tipps

Hurry up and wait — nothing new to a private. But for the 16 U.S. Army Aviation Logistics School (USAALS) Advanced Individual Training (AIT) students waiting to go to the Army Research Laboratory (ARL) at Aberdeen Proving Ground, Md., this was definitely going to be something new.

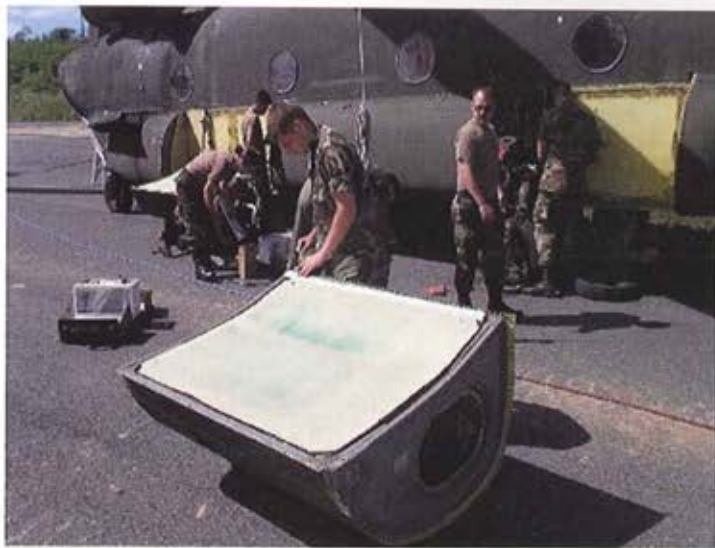
It all started when the ARL asked if the USAALS at Fort Eustis, Va., could help move fuel tanks from a CH-47D helicopter to a CH-47 mock-up that will be used to do live-fire testing (LFT). When asked, I was TDY at ARL, so the request was relayed back to my boss — the deputy director of the Department of Aviation Trades Training. His casual reply was "he would see what he could do." Upon my return I was told that it had been taken care of. So imagine my surprise when informed the decision had been made for me to take two classes of AIT soldiers, four instructors and a drill sergeant to the ARL to accomplish the task. What was going to be a quick TDY trip with a couple of maintainers had turned into a full deployment.

This was a "first" for all of us. At the end of each MOS-producing course, the AIT students participate in a situational training exercise (STX) which puts their classroom skills to use. They usually work on trainers or mock-ups, but never on "real" helicopters and certainly not in a "secure" environment such as the Army Research Laboratory! But for these lucky 16 students, that was exactly what they were about to do.

The two classes were comprised of MOS 68G10 Aircraft Structural Repairers and 67U10 Medium Lift Helicopter Repairers. The 68G10 students were to repair all of the airframe damage caused by previous shots to the mock-up. This would entail making brackets and extra hanging devices, because the mock-up is a CH-47A airframe and the tanks came from a CH-47D. The A model wasn't designed to support auxiliary tanks, so modifications were applied to the airframe. The 67U10 students were to remove the fuel tanks from both sides of the D model and hang the left side tanks on the mock-up for LFT. The 67U10 students also had to cap off all of the exposed lines and fittings on the D model and on those

tanks that were not being used at this time. They also performed some maintenance operation checks on the D model aircraft.

All of this work had to be accomplished in the four days allowed for the STX. All of the soldiers involved in this mission performed flawlessly. The repairs and maintenance were done to flight standards. The 68G10 students restored the structural integrity of the airframe lost because of prior LFT. The quality of their work proved



Pictured above are SFC Steven Marietta, SSG Robert Martine, PVT David Morley, PVT Laura Jackson, PVT James Tactacan, PVT Jacinith Souza and PVT Kalei Stephens.

that the Army aviation maintenance courses being taught at the USAALS are producing fine soldiers for the field. With a little mentoring from the NCOs, these students can accomplish any task.

To date we have done this mission three times. We at the school are getting a lot better with the logistics of this mission, and it is giving the AIT students valuable experience while supporting the crucial LFT conducted by the ARL.



Mr. William R. Tipps is the USAALS project officer and subject matter expert for the Live Fire Test Battle Damage Repair Team.

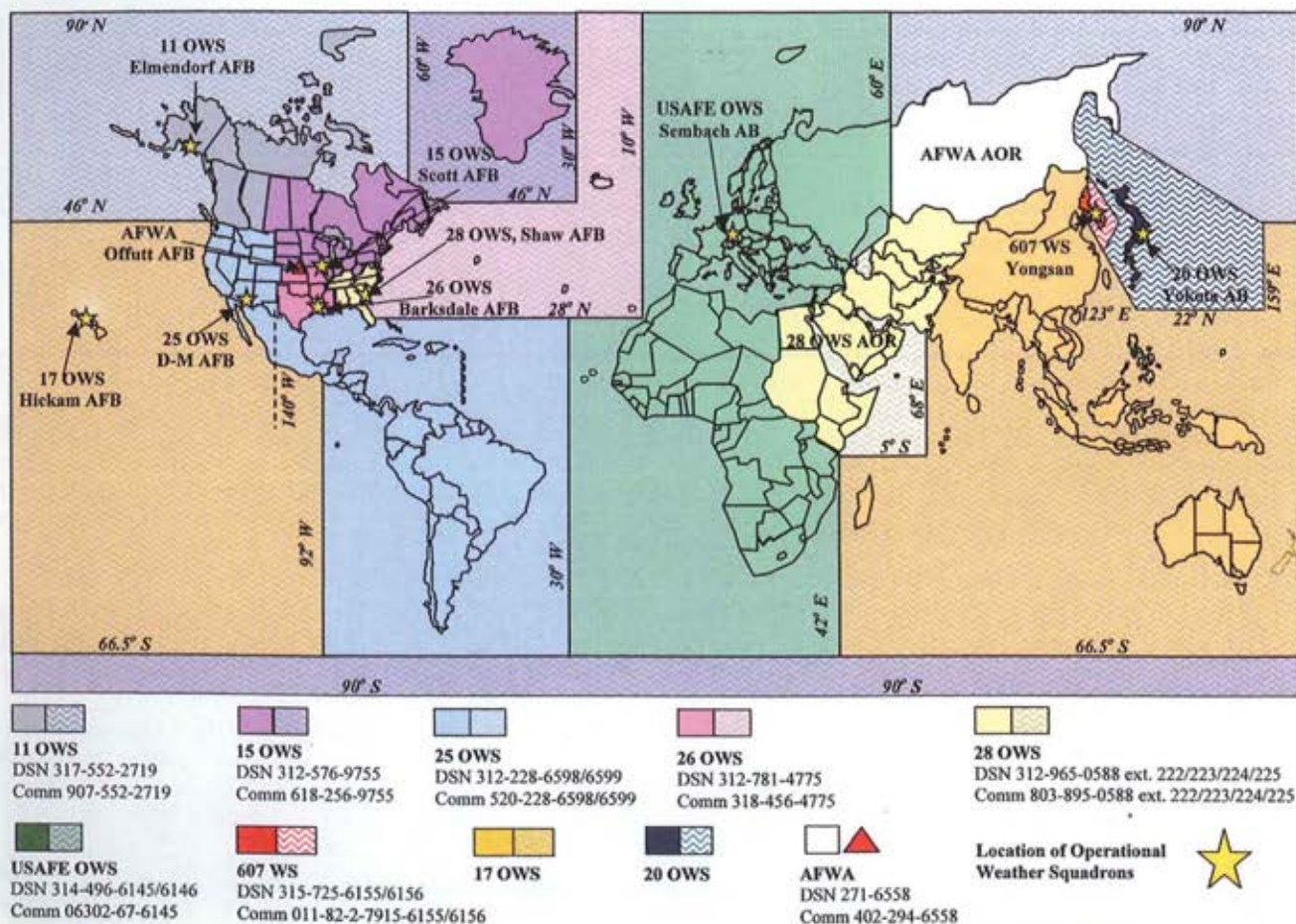
TECHNOLOGY REPLACES WEATHER COUNTERS

By SMSgt. Salinda A. Larabee, USAF

Aircrews transiting Army posts and Air Force bases may have noticed a recent change — the significant expansion of weather technology. You no longer have to stand in line at a traditional weather-station counter to receive your weather briefing.

Each Army post or Air Force base has a transient aircrew work area located near the weather station, usually in the post/base operations area or flight-planning room. Each work area has a computer terminal capable of electronically filing a flight weather briefing request with the appropriate Operational Weather Squadron (OWS). The latest in web technology, Program Generation Scheduler/Server (PGS/S), facilitates the transaction. The information is transmitted directly to the briefing cell at the OWS. The completed briefing is returned

Weather Support Areas of Responsibility - OCONUS



AFVA 15-3 (Prescribed by AFMAN 15-13)

**In the face of great adversity,
the resolve of the American
people is stronger than ever.
The Sabreliner team
is proud to be part of the team
called the United States.**

**SABRELINER
CORPORATION**

Phone: 314/863-6880 • Fax: 314/863-6844
www.sabregov.com

PT-4000-MIL-1 KIT

Universal Cordless Riveter

for CherryMax® and Blind Bolts



**Fast & efficient...
rivals air powered
performance**

**Ergonomically
balanced**

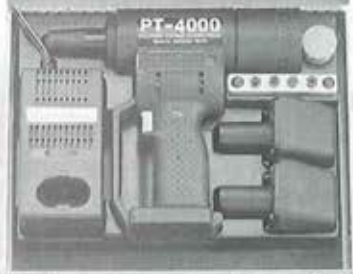
Powerful

Versatile

Lightweight

NSN 5130-01-449-9225

**Over 3000 lbs.
pulling force**



Kit includes nosepieces for all
CherryMax®, through 1/4" dia. and
single-action blind bolts through
3/16" dia.



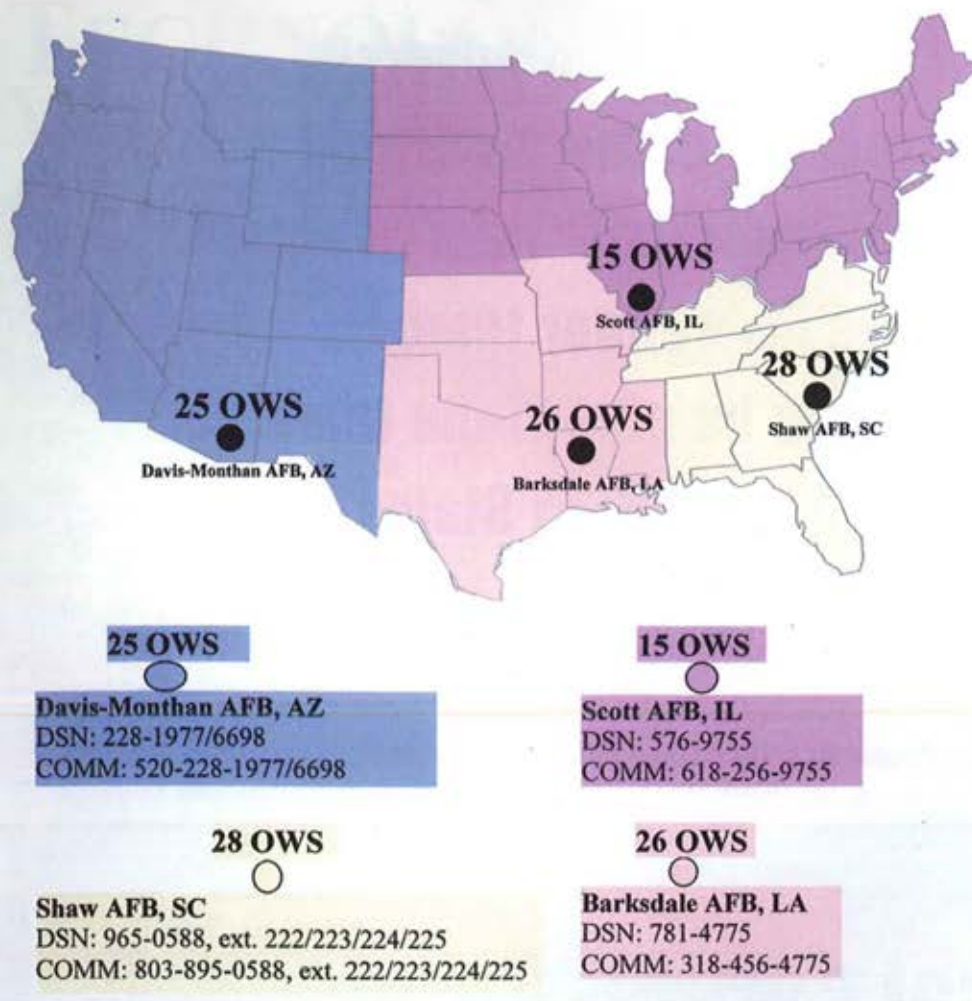
FSI

FASTENING SYSTEMS INTERNATIONAL

1206 E. MacArthur St., Sonoma, CA 95476 • (800) 344-2393
Fax: (707) 935-1828 • e-mail: sales@fsirivet.com • www.fsirivet.com

Cage Code: 64878
GSA Contract #: GS-06F-0009L

Weather Support Areas of Responsibility - CONUS



either via the computer or a designated fax machine.

In the continental United States there are four OWSs, each of which is staffed and organized to provide 24-hour transient aircrew support. Overseas OWSs are located at Sembach AB, Germany; Yokota AB, Japan; Elmendorf AFB, Alaska; and Hickam AFB, Hawaii. The local weather flight or OWS can help you contact the appropriate overseas OWS for your destination. In addition, OWS contact information is available in the Flight Information Handbook and FLIP.

OWSs usually need two hours' notification to schedule and prepare a weather briefing, but if an aircrew has an emergency or a high-priority request the OWS can process the briefing ahead of others. Requests should be submitted as soon as possible to speed services for everyone. Ideally, file your request the evening before the next morning's take off and your briefing will be ready when you start your day. Some OWSs are already logging nearly 3,000 weather briefs per month, with most requests filled during peak flying hours.

While waiting for your briefing request to be processed, you should access other products posted on the OWS web

page. You'll find the current radar composites, satellite imagery, severe weather information, flight hazard graphics and so on. One unique feature all OWS web sites have is the ability to link directly to other OWSs. If your flight will be crossing OWS boundaries, you can access the region-specific products with just a few simple clicks of the mouse.

Technology has not replaced the weather forecaster, however. You can still hear a human voice, and always should. OWS forecasters can answer any questions, clarify information, elaborate on expected weather conditions, and provide the official "brief time" and "initials" for the DD 175-1.

The process is as simple as can be. The primary difference is the appearance of the weather counter — it's in virtual reality instead of wood or cement.

Questions can be e-mailed to AF/XOWP at AFXOWP@pentagon.af.mil



SMSgt. Salinda A. Larabee, USAF, is the manager of operational policy for Air Force weather at the Pentagon.

MODEL 103**WORKMASTER**

Designed for working in a variety of difficult access work areas. Ideal for maintenance, inspection or production environments.

MODEL 106**CHAIRMASTER**

Stable, mobile and adjustable, the 106 allows for efficient and comfortable task performance.

eidos

Recognized as the Leading Supplier of
**INDUSTRIAL GRADE
ERGONOMIC SEATING**
to the U.S. Military for over 15 Years.

*Five-Year Warranty ★ Demo Programs
Trade-Ins ★ Special Military Discounts*

MODEL 107**LOWMASTER**

With a contoured seat and fully articulating back, the lowmaster provides proper back, shoulder, neck and head support throughout its full 80° range of motion.

MODEL 109**BATWING**

Recipient of several ergonomic design and function awards, the BatWing represents the leading edge in low profile work access support equipment.

MODEL 112**TASKMASTER**

Adjust the back rest and slide into position. This product is highly mobile on a variety of surfaces.

MODEL 117**THE RANGER**

Designed at the request of our larger customers who desired a safe work station with a wide range of adjustability for use in demanding manufacturing and maintenance environments.

Eidos Corporation

P.O. Box 29666
Lincoln, NE 68529-0666
Telephone: (402) 466-1119
FAX: (402) 466-2023

800-210-9666

www.eidosergonomics.com



Windshield Buddy canopy and component part covers for military helicopters are government approved covers being used and endorsed by battalions throughout different branches of the service (Aviation division) of the United States Armed Forces worldwide since 1994. Protecting windscreens and component parts from environmental elements such as sand, sun and stones thrown from helicopter blades as well as ice and snow. NSN's are now being assigned on various covers for the AH64-A/D Apache/Longbow

Featured:

AH64-A/D Apache/Longbow canopy set in camouflage. Portable hanger in camouflage easily installed. Gives shade for mechanics in extreme heat climate. Can be used on flight line. High wind resistant.

UH-60 Black Hawk full cockpit windscreen wrap to include cockpit doors, plus nose cover. Portable Hanger also available. Lightweight to be easily stowed on board in its own duffel bag.

We ship worldwide.

Government IMPAC cards accepted.
"Patent Pending" All Rights Reserved.

View our web site to see additional
Windshield Buddy covers installed on various aircraft.

Rolin Industries, Inc.

P.O. Box 1017

634 Lovejoy Road

Fort Walton Beach, Florida 32549

Tel: (850) 654-1704 • Fax (850) 837-8061

E-Mail: sales@windshieldbuddy.com

Web: www.windshieldbuddy.com

Rolin Industries, Inc.

Aviation in the IBCT: The Dutch Example

By CW3 Troy A. De Golyer

As today's Army looks toward transformation and the full-spectrum, early-entry combat force of the Interim Brigade Combat Team (IBCT), it's hard to imagine such a highly mobile force without organic Army aviation as its backbone.

However, the current structure of the IBCT does not include Army aviation, with the exception of the unmanned aerial vehicle (UAV) platoon of the reconnaissance, surveillance and target acquisition (RSTA) squadron. Though this does provide the commander with an enhanced data-gathering capability, it still forces the commander to fight on a two-dimensional battlefield. So, in what ways does Army aviation follow Army transformation in terms of transforming the object force, transforming the institutional Army (U.S. Army Training and Doctrine Command), and ensuring units are trained and ready? Additionally, how does Army aviation best support the IBCT in the third dimension?

For some possible answers to these questions and to help identify training challenges, we can look to the deployment of the Royal Netherlands Air Force (RNLAf) to Djibouti and compare it to the possible future deployment of the IBCT.

The Deployment

In February 2001 the RNLAf deployed the Netherlands Apache Detachment (NAD), which consisted of four AH-64D Apache attack helicopters, to Djibouti in East Africa. The NAD's mission was to be prepared to support the extraction of United Nations peacekeeping personnel in the central sector of the temporary security zone (TSZ) along the Ethiopia-Eritrea border, occupied by the Netherlands-Canadian Battalion (NECBAT). However, the NAD was a Dutch national asset that did not fall under the command of the U.N. Mission in Ethiopia and Eritrea (UNMEE), whereas the NECBAT was one of three battalions operating under the UNMEE to monitor the cessation of hostilities between the two nations.

In preparation for the mission the RNLAf requested assistance from the United States in the form of logistical, training and deploy-

ment support. The U.S. Army Security Assistance Command (USASAC) in Alexandria, Va., planned and coordinated U.S. support to the Dutch. Additionally, the 21st Cavalry Brigade at Fort Hood, Texas, helped plan and execute training, logistical and deployment support for the NAD.

In executing contingency missions, Army aviation will likely face many of the same predeployment training challenges that the NAD encountered, such as limited time available for rehearsing contingency plans, lack of flight proficiency in contingency-area terrain and challenging environmental conditions. The RNLAf overcame these challenges and how they relate to individual, unit and contingency training. Additionally, Dutch employment lessons highlight the importance of mission training and rehearsals with combined arms, joint and coalition forces, and specialized training facil-



ities, and advanced simulation devices for training in diverse terrain and environmental conditions.

Pre-mission Training

The Netherlands Apache Detachment (NAD) operated in an extremely hot and mountainous environment. To reach the NECBAT sector from its base in Djibouti — 330 miles away — and be prepared for combat, the AH-64Ds flew in a heavy-load configuration, carrying eight Hellfire missiles, 660 rounds of 30mm ammunition and a full-fuel load, including two external fuel tanks. Although mountain flight is part of the RNLAf mission task training, Dutch Apache pilots do not have access to high-altitude flight-training areas. Based on this and previous lessons from the Balkans, the RNLAf is investigating training its new pilots at the high altitude training site (HATS) in Colorado.

Similarly, Army aviation units must train to fly and fight in the environmental conditions of their contingency areas of operations

(mountain, desert, cold weather, over-water, shipboard or MOUT). Due to the short period of time that aviation units will have to deploy and be ready to support the ground element, aviation units must be capable of performing these missions upon alert without having the luxury of long train-up periods. The Army should develop training in specialized training facilities, similar to HATS, and advanced simulation devices to provide Army aviation units with the training facilities and resources needed to gain and maintain flight proficiency in a wide array of environmental conditions.

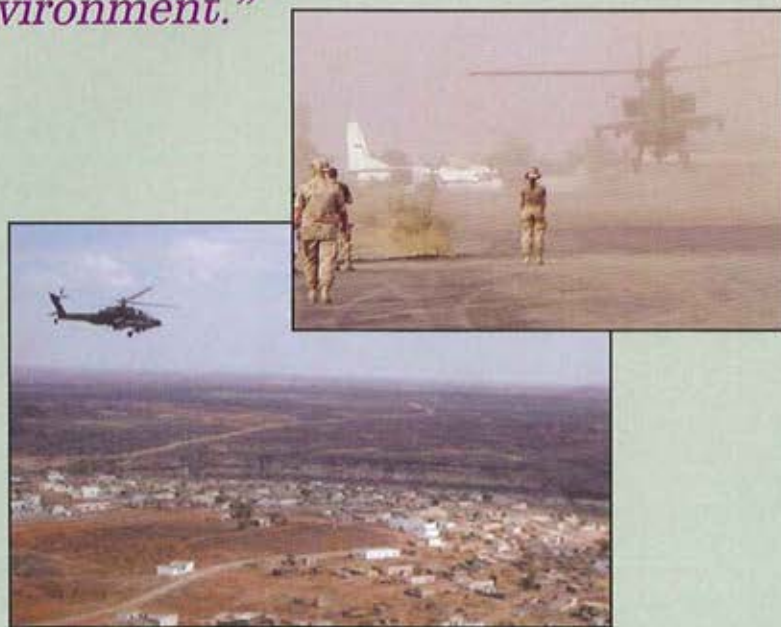
Contingency Training

The NECBAT included one Royal Netherlands marine battalion with an attached Canadian infantry company and supported by four RNLAf CH-47 Chinook medium-lift helicopters. The NECBAT headquarters operated south of the TSZ in Ethiopia, while the CH-47 Chinook detachment operated from the NECBAT's logistical base at Dek Emhare, north of the TSZ, near

Asmara, Eritrea. Although the Dutch government sought to include the four AH-64D Apache helicopters in its NECBAT force package, the UNMEE did not permit it, believing that the Ethiopians and Eritreans would perceive the attack helicopters as unduly hostile. As a result, the Dutch deployed the NAD to Djibouti, which borders both Eritrea and Ethiopia. It was approximately 335 miles from the NAD's base in Djibouti to its forward assembly area (FAA) at the NECBAT logistical base at Dek Emhare.

The Dutch marines had rehearsed the extraction plan with the RNLAf CH-47 Chinook detachment in November 2000. However, at that time the Dutch government had not yet decided to deploy the AH-64D Apaches to support the NECBAT, so the NAD did not participate in the rehearsal. When the Dutch parliament finally decided to deploy the NAD to Djibouti, unanticipated conditions prevented rehearsal. UNMEE restrictions against attack-helicopter operations in Ethiopia and Eritrea prevented the NAD from flying to the NECBAT area of operations (AO) to rehearse the extraction plan with the NECBAT. Additionally, the Djibouti government prevented the Dutch marines and CH-47 Chinook helicopters from flying to Djibouti to train with the NAD.

"The Netherlands Apache Detachment (NAD) operated in an extremely hot and mountainous environment."



Essentially, the Dutch could not conduct cross-border training and operations between the UNMEE AO (Eritrea and Ethiopia) and Djibouti unless all three countries (Ethiopia, Eritrea and Djibouti) approved. However, the NAD commander and his intelligence officer did travel to the NECBAT headquarters to work out the details of the NAD portion of the extraction plan once the NECBAT and the NAD deployed to their respective AOs.

It became evident to the Dutch that the UNMEE situation was calm and that any deterioration would build over time. Therefore, the NAD's focus shifted from operations to training. The NAD conducted training with French forces permanently stationed in Djibouti in combat search and rescue, ground-convoy security, air-assault escort, operations against air defenses, and forward air control. The RNLAf also instituted a rotation plan for its pilots to take advantage of the training environment and increase morale.

Yes, We Admit It.... We're Only Interested In Your Body.

Military and Commercial Repairs / Manufacturing

Specializing in:

- Honeycomb Bonded Structure Repairs / Manufacturing
- Honeycomb Component Replacements
- Sheet Metal Structural & Repairs
- Consolidation & Consignment Of Inventory
- Immediate Delivery Worldwide
- FAR Repair Station
JAR 146 MIL1-45208
- Two-week turnaround repair time on AH1, AH64, UH1, UH1N, UH60, OH-58, CH146, CH53, AS330, AS532, AS565, SH2G, BO105.

Contact us for capabilities
on all other models
Two-Year Warranties
on all overhaul parts.



**HELICOMB
INTERNATIONAL**

1402 South 69th East Avenue

Tulsa, Oklahoma 74112

(918) 835-3999 FAX (918) 834-4451

email: hc@helicomb.com

website: helicomb.com

As stated earlier, though not currently part of the IBCT force structure, Army aviation will likely be a key attachment to this force to provide the third dimension in a contingency operation. Similar to the Dutch operation, IBCTs and their supporting aviation units may have to deploy and fight with little preparation time. As a result, IBCTs and their supporting aviation units must train together to develop and practice their combined-arms SOPs, establish habitual relationships, resolve any key coordination conflicts, and gain knowledge of each other's capabilities and limitations. They should practice likely contingency scenarios in as much detail as possible, since unanticipated conditions may prevent or restrict rehearsals after alert notification.

Employment Considerations

To coordinate operations, the RNLAf initially placed two aviation liaison officers with the NECBAT headquarters, one for lift operations and the other for Apache operations. Unfortunately, the NAD did not have secure communications with either the Dutch marines at the NECBAT headquarters or its liaison officer. Both the marines and the RNLAf utilize the Thompson radio for FM communications; however, the NAD's Thompson radio was not compatible with the marines' radio while in the secure mode. Additionally, the RNLAf did not provide its liaison officers with their own communications equipment. As a result, the NECBAT and NAD could only communicate via unsecured communications means.

Since IBCTs lack organic aviation units and are required to be quick-reaction forces with little to no time for preparation, aviation units that support them must have robust liaison teams with proper manning and equipment. Robust liaison elements in Army aviation units will also enhance coordination with supported combined arms, joint and coalition forces.

In the future, with the possibility of the IBCT working closely with joint and coalition forces, the Army should expand the duties of exchange pilots. The liaison pilot should understand and be intimate

with the military structure of his allied service. Additionally, the liaison pilot should also be a graduate of the Joint Firepower Controllers Course (JFCC), enabling him to successfully understand and interact with joint forces.

Key Lessons Learned

- With the focus on diverse terrain and environmental conditions, incorporate the use of special training facilities in conjunction with advanced simulation devices for aviation units designated to support IBCTs.
- The IBCTs and their supporting aviation units must train together to develop their combined-arms SOPs, establish habitual relationships, resolve any key coordination conflicts, and gain knowledge of each other's capabilities and limitations.
- Provide robust liaison teams with proper manning and equipment on Army aviation unit TO&E to ensure successful coordination with supported units.

Conclusion

During the deployment to Djibouti the RNLAf faced many unique training challenges and brought home many lessons learned by the NAD. In executing contingency missions in support of the IBCT, Army aviation will likely face many of the same predeployment training challenges that the NAD encountered, such as limited time available for rehearsing contingency plans and lack of flight proficiency in contingency area terrain and environmental conditions. The individual, unit and deployment training challenges faced by the RNLAf could also be some of the same training challenges faced by Army aviation during, and as a result of, Army transformation.



CW3 Troy A. De Golyer, the battalion student manager for 1st Battalion, 14th Aviation Regiment, at Fort Rucker, Ala., was a member of the Combined Arms Assessment Team that compiled a report on the Dutch AH-64 deployment to Djibouti. The report was compiled under the auspices of the Center for Army Lessons Learned as a result of a directive from the chief of staff of the Army.

Army Aviation and IMI

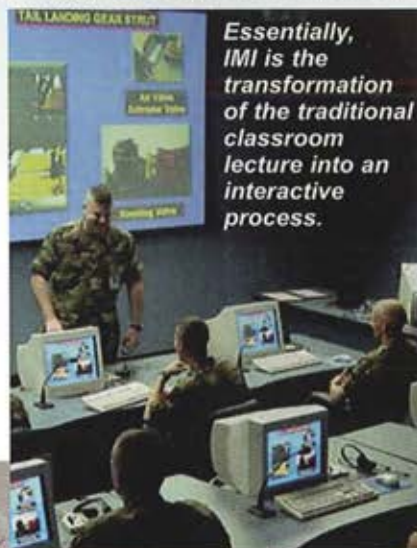
By Allie N. Eschenbach and CW5 Larry Moran

As the Army moves forward with its restructuring and modernization, the training community is looking for computer-based training to revolutionize the way the Army trains. One of the leading technology tools for this transformation is Interactive Multimedia Instruction (IMI). When coupled with virtual-reality training and simulation trainers, IMI has the potential to reduce the Army's training overhead, decrease the number of instructors required, and improve the quality, timeliness and accuracy of the training effort.

Essentially, IMI is the transformation of the traditional classroom lecture into an interactive process. IMI lessons vary, depending upon the level of incorporated interactivity. These various levels of interactivity relate to the flexibility and ease with which the lessons can be manipulated by students as they progress through each lesson.

Levels 1 and 2, essentially modified page-turners, are similar to the way an Electronic Technical Manual (ETM) is constructed. Students can access parts of the lesson by paging forward or using an index that is hyperlinked to the page where the information is located. It is obvious that some lessons can be taught this way and also be totally effective. The higher levels of interactivity (3 and 4) are where real progress can be made in both the value of the lessons and the ease with which students can receive immediate feedback. Levels 3 and 4 resemble a web page with numerous hot links. The more links present, the greater the interactivity. An IMI lesson could end up having screens where every phrase, procedure, figure and significant fact are hyperlinked.

For example, if students want to know where a particular component is located on an aircraft, they could click on a phrase, picture or wiring diagram to retrieve that information. Obviously, if IMI is built to this high level, students could zoom in and out on components, rotate the views, look up common maintenance practices, check out required tools, review the use of specific tools, and simulate actual procedures (for example, from safety wiring an electronic component to removing and installing an engine).



Essentially, IMI is the transformation of the traditional classroom lecture into an interactive process.



High-fidelity pictures, figures, diagrams, and video and audio clips are key elements in making lessons more valuable and engaging to students. It is essential to convey the greatest amount of information in the most engaging manner possible, and to allow the student more control over the lesson through the use of a mouse, light pen, track ball or touch screen.

When combined with a computer-managed instruction (CMI) software

then be downloaded to some form of electronic medium and presented to the students upon graduation. The students can hand-carry the data to their next assignments. At the unit level, all of this data, including the students' qualifications and those areas requiring extra training, can be downloaded into their individual training files.

It would be beneficial if this database could be updated from a logistics-automation program such as

Electronic Technical Manual (IETM). Within the IETM, each task, step, table and figure is hyperlinked and resides in only one place in the data files. This means that whenever a change needs to be made, the appropriate data file can be pulled up once, modified and updated in all places within the IETM and IMI linked to that site. The clear advantage to this type of connectivity is the ability to update our technical databases, manuals and lessons simultaneously or almost instantaneously. This could be the greatest benefit to the digitization effort.

Another advantage to using interlinked data files is the ability to tailor lessons to the needs of a unit's training plan. For example, a unit deploying to the desert might need lesson material on aircraft maintenance in a dry, sandy environment. If the Army owns the data files, this specialized information on desert maintenance can be pulled together fast and easily. If the unit's request is made via the Internet, the material can be sent within hours. Lessons can also be easily generated for continuation or sustainment training. Reserve-component units would thus have access to the latest material closer to the time they need to apply it, resulting in higher retention.

As the Army looks for ways to reduce training time and costs, it doesn't have to look far to see that the use of IMI increases training effectiveness, saves training time and resources, reduces hazards during training, provides transportable training and, at the same time, standardizes instruction Armywide. All of these are benefits to the Army, but the real payoff comes in the form of increased student participation, interest and retention of knowledge. The Army's mission of training highly qualified soldiers can be accomplished by increasing training interactivity through the use of IMI.



Allie N. Eschenbach is the audiovisual programs officer in the Training Technology Division of the U.S. Army Aviation Logistics School's Department of Training, Plans and Evaluation at Fort Eustis, Va. CW5 Larry Moran is a project officer in the department's New Systems Training Division.

When combined with a computer-managed instruction (CMI) software package, IMI allows instructors to monitor each student's progress.

package, IMI allows instructors to monitor each student's progress. The CMI package allows the instructor to monitor when and where a student is having problems, to provide immediate assistance and feedback, and to document the student's performance throughout a lesson and practical exercise. The documented data can

ULLS-A. Maintenance managers would then be able to know on a continuous basis who was the best trained on certain essential tasks and who was qualified to train those tasks.

From the Army's viewpoint, the important elements of a high-level IMI come from the connectivity between IMI and the Interactive

!! BLACKHAWK TRAINING !!

Over 25 year experience in the Sikorsky H-60 helicopter from the YUH60A to the UH60L



**On Site
Training**

**Courses For
UH60 Operators / Maintainers.**

Courses Available For;

- Flight control Rigging
- Automatic Flight Control System (AFCS)
- Power Train/Rotor Systems
- Stabilator System
- Electrical Systems
- Aircraft Familiarization

HAWK
ENTERPRISES, L.L.C.
TRAINING DIVISION

We will tailor courses to fit your requirement and your schedule constraints.

For More Information Contact:
William G. Tripp 256.651.8574
or Email: **HAWKENTERPRISES4@cs.com**

USAALS Up to SPEED

By SFC Jamie C. Martinez
Photos by SFC Robin S. Di Carlo

The ability of any institution to keep up with rapid technological change can be very telling when it comes to the way its mission is performed. The U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va., has made the leap into the 21st century through the use of technology to develop and present multimedia courseware for all courses taught at the school.

For the last five years the USAALS has been updating the way it does business in the classroom. The days of overhead projectors and 35mm slides are more and more becoming a memory for the school's instructors. The USAALS has been successful in implementing the latest information technologies, including the networking of classrooms to provide the most up-to-date presentations as the training developers produce them.

The school is currently in the process of consolidating all courseware to a centralized server. Instructors will be able to access with their own user names and passwords from their respective classrooms. This requires that all instructors, even those who have not had any computer experience in the past, come up to speed with where the school is today. Instructors that once were evaluated on how well they could turn overhead slides are now being evaluated on how well they can operate the digital projection system and their PowerPoint slide shows in the classroom, as well as maneuver their way around in the local area network. All have accept-



ed the challenge of providing instruction the new way, and have seized the opportunity to move ahead with this new technology.

Students are the main beneficiaries of the progress the school has made in the classrooms. In the past, a simple graph or still image was all that the student had to visualize an aircraft component or the intricate workings of a hydraulic system. It was also a challenge for the instructor to explain every aspect of a single graph or still image to enable the student to understand the point being made.

With new computer hardware and software being used in the courseware development, however, students are now able to see a complex hydraulic or fuel system in motion. If pictures are worth 1,000 words, the value of being able to show a student a working system on a screen is immeasurable. If you have ever sat in a dimly lit classroom attempting



to give your full attention to a presentation, you will understand just how important this type of interactivity is to the students.

As courses are taught, maintenance procedures are constantly changing for each of the MOSs taught at the

For the last five years the USAALS has been updating the way it does business in the classroom.

school, as well as new procedures being developed. As the move to a paperless Army continues, the school now has the ability to update courseware and have it into the classroom instantly, without the need to reproduce overhead or 35mm slides showing changes that have taken place. Although initial costs for classroom setup are a hurdle that must be over-

come, once equipment such as computers and projection systems are in place, the school will reap the benefit immediately.

The school is also working with the National Guard to provide courseware via the Internet for the 67T20/30 Transition Course. This effort will allow the Guard's Eastern Army Aviation Training Site (EAATS) to access the latest courseware in use at the USAALS for the same courses taught by the National Guard. The process of delivering courseware updates currently takes far

longer than this new process using the Internet. Of course, the material will only be accessible by the EAATS for their iterations of the Transition Course. Progress continues to be made, possibly leading to other courses being offered on-line to the National Guard.



SFC Jamie C. Martinez is the division chief for the Course Management Office (CMO) and is assigned to USAALS' Department of Aviation Systems Training at Fort Eustis, Va.

Maintaining the Fleet cont'd. from page 8

The use of controlled exchanges conceals many problems within the supply chain. It will increase flight-hour costs, due to the increased workload of removing functioning components, purchasing new parts, installing the parts, risking damage to the part and/or aircraft. All these factors result in adding time to the repair.

Realistically, this is not the way to deal with the problem. If the part you need is not on the shelf, do something about it. Ask yourself and the stock clerk why it isn't there? Ensure your PLL stock is sufficient. High-priority requests or aircraft-on-the-ground requests will become rare, and replenishment actions will become the norm. Newly demanded items, and items awaiting manufacture or vendor support in the supply system, should be the only exception.

If a line in your PLL or shop stock is at zero balance, you should modify the replenishment request to an upgraded priority. Exaggerating your priority results in overtaxing the system and nullifying its original intent.

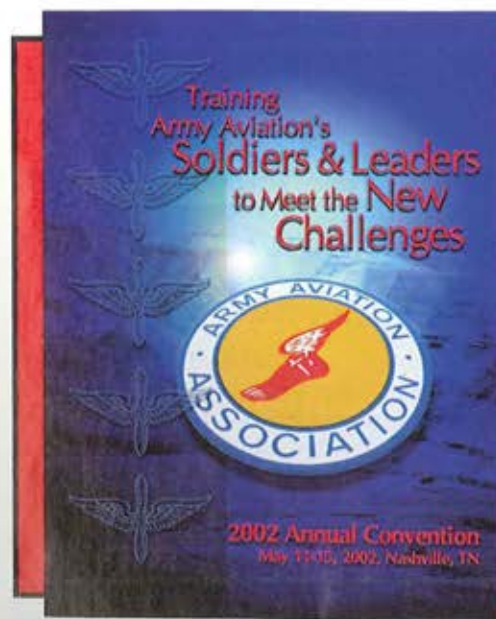
Check for rejected orders if the part does not come in. Find out why it was rejected and take corrective action to continue the process. Quite often, organizations fail to check on a rejected item status when it simply means the

maintainer or clerk is redirected to another part number, source of supply, or a local purchase. The maintainer can research the requested item on the FEDLOG, follow the instructions for acquiring the part by looking up the acquisition advise code (AAC), and continue the process. Reordering an item before taking corrective action results in the order-request system becoming bogged down with unnecessary duplicate orders and hanging up the order in an endless rejection cycle.

An aggressive maintenance and logistics program is the key to success for any organization. As leaders, it is imperative we understand these operations, because without that understanding we cannot effectively influence our requirements to maintain the fleets. We can effectively influence the process by identifying and placing our requirements where they belong — in the logistics system. As leaders, we must aggressively seek different avenues to positively impact aircraft availability. These may seem like simple solutions, but they are "tried and true."



MG John M. Curran is the commander of the U.S. Army Aviation Center and chief of the aviation branch.



See you in Nashville! **AAAA ANNUAL CONVENTION** **May 11-15, 2002**

All convention information and registration forms are available on the AAAA webpage at www.quad-a.org or can be obtained through the AAAA National Office at 203-268-2450.

AAHF NAMES AIR SHOW PROGRAM

By Mike Brady

At the recent end of its successful 2001 air show season the Army Aviation Heritage Foundation (AAHF) decided to respond to the requests of various air-show organizers to develop a unique and descriptive name for its one-of-a-kind air show program and demonstration team. Since its first public presentation in 1998, the AAHF has presented 25 flying programs to a combined audience of 5.1 million people at some of the country's largest and most prestigious air shows. The AAHF team has been featured on multiple national television networks and in numerous national media publications.

The AAHF's leaders asked the organization's members to suggest names that would accurately describe what the Foundation program represents and what it is about. Forty-three responses were received, with the final name selection being decided on by the AAHF's entire membership. The name chosen for the public presentation program and demonstration team is "Sky Soldiers — A Tribute to Patriots."

The membership also felt a logo should be developed that would sup-

port the new team name. The talents of a commercial artist, the son of an AAHF member, were put to good use in the logo's development. The final selection represents an Army aviator looking skyward with the AAHF Cobra and Mohawk silhouetted on each side, representing Army aviation's rotary and fixed-wing aircraft. The logo is done in red, white and blue, representing the Foundation's patriotic devotion to country. The logo will be further developed this winter into a patch to be worn by the AAHF air-show personnel.

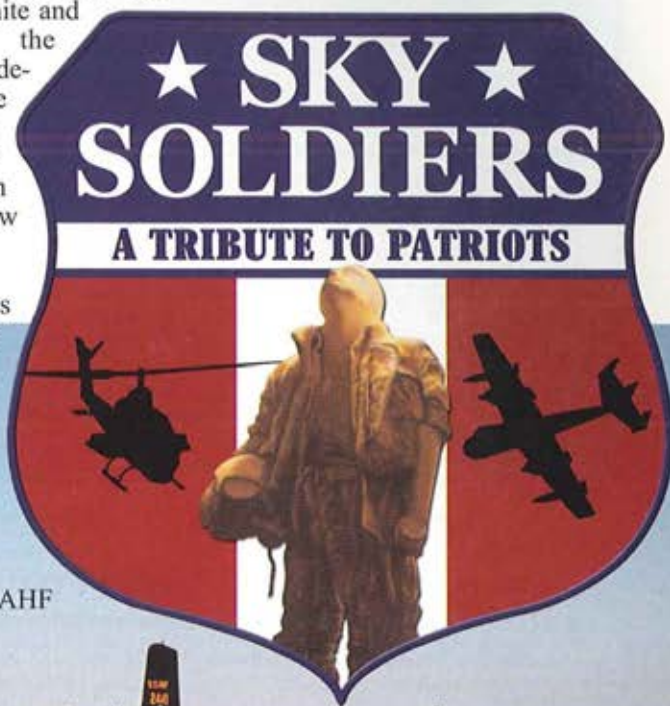
The Sky Soldiers demonstration team organization and program is a part of the AAHF's larger nonprofit educational foundation organization. The AAHF's leaders hope the public will come to identify the AAHF

public program as the "Sky Soldiers" in much the same way the public identifies the Air Force demonstration team as the "Thunderbirds," the Navy's team as the "Blue Angels" and the Army's team as the "Golden Knights."

The AAHF is a civilian, veteran operated, nonprofit public educational foundation whose purpose is to connect the American soldier with the American public as an admired, accepted and active member of the American family through the use of the story of Army aviation. For more information on the AAHF and Sky Soldiers program, visit our website at www.armyav.org.



Mike Brady is the AAHF founding president and chief executive officer.



BG. GENERALS

Negrete, Bernardo C., 1401 5th Avenue, Fort Knox, KY 40121.

COLONELS

Bacon, James, 9750 Old Placerville Rd., Apt. 173, Sacramento, CA 95827.EM: meawhila2001@aol.com
Beach, Ivan T., 2872 Cherry Lane, Denver, NC 28037.EM: liveach@compuserve.com
Carroll, Walton C., CMR 427, Box 1692, APO AE 09630.EM: carrollw@goldnet.it
Johnson, Thomas C., 91-893 Oaniani Street, Kapolei, HI 96707.EM: tcj83@aol.com
McConville, James C., 11 Maple Rd, Winchester, 01890.EM: mconvillej@emh2.campbell.army.mil

LT. COLONELS

Casey, James M., 101 Livingston Street, Apt. 204, Daleville, AL 36322.EM: caseyj@treamail.org
Gamble, George K., 11936 Keating Drive, Tampa, FL 33626.EM: ggamble1@tampabay.rr.com
Jumper, Charles A., 3944 Avawatz Loop, Fort Irwin, CA 92310.
Rizzi, Glenn A., 6111 Harmon Place, Springfield, VA 22152.
Sewall, Robert D., 203 Kingfisher Point, Stockbridge, GA 30281.EM: robert.sewall@us.army.mil

MAJORS

Alexander, Michael T., 68 Hancock Avenue, Fort Leavenworth, KS 66027.EM: vtalex@earthlink.net
Banks, Bernard B., 46 Highland Ave. Apt. 1, Cambridge, MA 02139. EM: bernard_banks@ksg02.harvard.edu
Christensen, Kevin J., 607 Man O War, Harker Heights, TX 76548.EM: kevin-christensen@us.army.mil
Dupree, Ron D., 209 Tunisia Road, Seaside, CA 93955.EM: rddupree@nps.navy.mil
Pearman, Gerald M., CMR 416, Box 14, APO AE 09140.EM: pearman1@netzero.net
Robinson, Keith W., 187 Rosecliff Drive, Harvest, AL 35749.EM: robinsonk@peoavn.redstone.army.mil
Seitz, Stephen S., 408 Hiltbergreen Drive, Lansing, KS 66043.EM: ssseitz@hotmail.com

Styer, John A., PSC 813 Box 121, FPO AE 09620. EM: jstyer2011@aol.com
Williams, David E., 702 Sunningdale Cove, Niceville, FL 32578.EM: remo56@earthlink.net

CAPTAINS

Czehowski, Shawn B., 7911 McGeorge Road, Milford, KS 66514.EM: czehowski@yahoo.com
Enderton, Christopher, 218 Fox Chase Lane, Enterprise, AL 36330.EM: ckenderton@yahoo.com
Little, Eric D., CMR 408, Box 1346, APO AE 09182.EM: eric_little@hotmail.com
Nelson, Ross F., 3425 Prestwicke Place, Colorado Springs, CO 80922.EM: ross.nelson@us.army.mil

1ST LIEUTENANTS

Rovins, Michael J., CMR 408, Box 1174, APO AE 09182.EM: michael_rovins@yahoo.com

2ND LIEUTENANTS

Cole, Matthew J., 404 Choctaw, Enterprise, AL 36330.
Cunningham, Marcus E., 1500 Shellfield Road, Apt. 303, Enterprise, AL 36330.
Gerena, Joseph L., 105 Pineridge Drive, Enterprise, AL 36330.
Livingston, Clay J., 101 Wildwood Drive, Enterprise, AL 36330.
Mihalek, Chad C., 321 Candlebrook Drive, Enterprise, AL 36330.EM: cmihalek01@aol.com
Morris, Aaron F., 403 Broken Arrow Drive, Enterprise, AL 36330.EM: aaron.f.morris@us.army.mil
Oleksiak, Katherine A, E Troop, 4/7 Cav, CP Stanton, APO AP 96251.EM: eye8no@aol.com
Taylor, Michael M., 200 Daphne Drive, Enterprise, AL 36330.EM: dmmt@hotmail.com

CW3S

Forehand, Tracy W., 4336 Horizon Point Drive, Colorado Springs, CO 80925.EM: oh58lp@yahoo.com
Pais, Rodney L., CMR 430 Box 536, APO AE 09096.EM: rpais@usa.net
Quinones, Raymond A., 9 Stratford Lane, Enterprise, AL 36330.EM: armyhelo_pilot@hotmail.com

CW2S

Steele, Matthew E., CMR 401, Box 641, APO AE 09076.EM: steely_dan29@yahoo.com

WO1S

Bowers, Steve M., P.O. Box 520, Rosepine, LA 70659.

SPECIALISTS

Ruyle, Michael D. SPC, 143 W. Concord Drive, Apt. N, Clarksville, TN 37042.EM: Ruyle_22@hotmail.com

STAFF SERGEANTS

Hansen, Zane B. SSG, 5969 B Kamiakin, Fairchild AFB, WA 99011.EM: zane.hansen@us.army.mil

DACS

Chadwick, James E. Mr., 102 Shady Lne, Enterprise, AL 36330.

CIVILIAN

Casconi, James A., 114 PT 7816, Wills Point, TX 75169.EM: TonyF14@msn.com
Churchill, Greg S., Rockwell Collins, Inc., 350 Collins Rd. NE 121-150, Cedar Rapids, IA 52498.
Jeltema, Michael J., 2 Golden Pond Rd, Newtown, CT 06470.
Johnson, John L., 101 Brunell Court, Madison, AL 35758.EM: jjohnson@camber.com
McDonald, Michael K., Rockwell, 1300 Wilson Blvd, Ste 200, Arlington, VA 22209.
Tremper, Thomas W., Lockheed Martin Corp., 620 Tinton Avenue, Tinton Falls, NJ 07724.

RETIRED/OTHER

Downs, Curtis H. COL, P.O. Box 613, Groom, TX 79039.EM: c-d.downs@juno.com
Roy, Thomas M. COL, 135 Cotton Patch Place, Southern Pines, NC 28387.EM: roytd@socom.mil
Smith, Alan D. MAJ, 2882 Polk Avenue, Ogden, UT 84403. EM: lws@vitrex.net

ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

49 RICHMONDVILLE AVE., WESTPORT, CT 06880 • PHONE (203) 226-8184 • FAX (203) 222-9863

Please check one: ☐ Change of Address: ☐ New Membership Application

I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine "Army Aviation", and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitable contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary business expenses.

Rank/GS Grade	First Name	MI	Last Name	Sex
Mailing Address				
Mailing Address				
City		State		Zip + 4 Code
Active Duty or Civilian Job Title and Unit or Firm name				
() () () () ()				
Area Code	Office Phone	Area Code	Residence Phone	Area Code FAX
Consent: <input type="checkbox"/> I do <input type="checkbox"/> I do not consent to the publication or release of the above information to third parties.				
Signature			Date	
Citizenship		Nickname	Spouse's Name	
Date of Birth (Mo/Yr)		Social Security No.		

AAAA ANNUAL DUES

Applications other than those listed below:

() 1 yr, \$21; () 2 yrs, \$39; () 3 yrs, \$57
Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below;
Wage Board 12 DACs & Below;

() 1 yr, \$14; () 2 yrs, \$25; () 3 yrs, \$36
Add \$5 per year if you have a foreign, non-APO address.
Add \$15 if your check is drawn on a foreign bank.

☐ Check enclosed payable to "AAAA" or charge to

☐ AMEX ☐ Diners Club ☐ Mastercard ☐ VISA

Card No. _____

Amt \$ _____ Exp. Date _____

Signature: _____

Date: _____

Check (✓) Your Professional Qualification:

() Army Active Duty () US Defense Industry
() DA/DOD Civilian () Consultant
() Army Nat'l Guard () Publishing/Other Assn.
() Army Reserve () Foreign Military Service
() Army Retired () Foreign Defense Industry
() Other US Military Service () Other

Are you a former AAAA member? ☐ Yes ☐ No

If yes, what year did you join? _____

Chapter Affiliation Preferred _____

Print Name of Recruiter _____

Defense Authorization Act Signed

The House and Senate passed and President George W. Bush has signed the fiscal year 2002 National Defense Authorization Act.

The final bill contains a wide range of provisions, from active-duty pay to health care. The good news is that active-duty and Reserve/Guard troops win big with substantial increases in pay and allowances. The bad news is that disabled retirees' hopes to end the disability compensation offset to retired pay will have to wait at least another year.

The following is a synopsis of selected bill provisions of interest:

- January 2002 pay raises of at least 6 percent for enlisted members and 5 percent for officers, with higher raises (up to 10 percent) for some grade and longevity combinations, including certain warrant officers and senior NCOs.
- Housing allowance increases that will cover about 89 percent of average housing cost by grade (vs. the current 85 percent), with further planned increases to get to 100 percent of median housing cost by FY 2005. This will translate to a 10 percent housing allowance increase Jan. 1, on the average (actual increases vary by location).
- Several improvements in permanent change-of-station (PCS) reimbursements, including an increase in the maximum daily Temporary Lodging Expense allowance from \$110 to \$180 a day per family; higher household goods weight allowances for junior enlisted personnel; and an increase in military PCS per diem rates to equal those for federal civilians by January 2003.
- Survivor Benefit Plan (SBP) coverage for survivors of members who die on active duty before attaining 20 years of service.
- Option for post-1986 service entrants who elect a \$30,000 career retention bonus after 15 years of service (in return for somewhat reduced retirement benefits) to receive the bonus in annual increments to permit tax-free deposit in the military Thrift Savings Program (TSP).
- Authorizes full funding for the TRICARE military health care programs (including TRICARE For Life, or TFL) for the first time in many years - an increase of \$6 billion over last year.
- Provides active-duty beneficiaries medical equipment such as hearing aids, prosthetic devices and rehabilitation as covered benefits under TRICARE.
- Reduced requirements for nonavailability statements (NAS) to enhance freedom of TRICARE beneficiaries to choose civilian health providers without prior approval from military hospital commanders. Eliminates all requirements for NAS for maternity patients.
- Statutory language prohibiting the secretary of defense from implementing any initiative to force military retirees to choose between military or Department of Veterans Affairs (VA) health coverage as the source of their health care.
- Authority for the secretary of defense to establish home health care and skilled nursing facility benefits. Requires enhanced benefits for active duty family members with extraordinary medical needs.
- A provision authorizing concurrent receipt of military retired pay and veterans disability compensation, effective Oct. 1, 2002 - but only if the president proposes necessary legislation and funding (see "Concurrent Receipt," below).
- Expansion of Special Compensation for Certain Severely Disabled Retirees to provide \$50 per month (effective Feb. 1, 2002) for retirees who served at least 20 years on active duty and received disability ratings of 60 percent within 4 years after retiring (current authority provides \$100 to \$300 per month for members so rated at 70 percent or higher). The provision also would provide modest increases in special compensation amounts for certain eligible retirees in 2003 and 2004.
- Authority for a new round of base realignments and closures in 2005.

Concurrent Receipt Disappointment

Despite overwhelming support in Congress generated by grassroots activists at all levels, the new defense authorization bill provides no substantive concurrent-receipt provision. Rather than eliminate the disability offset to retired pay in 2002 as recommended by the Senate, the final bill reflects the House language that would do so only if the president recommends the necessary legislation and provides the necessary funding. Realistically, the odds of this are slim at best, since the Bush Administration formally advised Congress it opposes any such change.

Notwithstanding this major disappointment, we must acknowledge that the bill at least takes two new steps in the right direction. First, it expresses in law for the first time Congress' formal support for ending this long-standing inequity. Even though it fails to provide the funds needed to actually do this, the statement of moral support gives us stronger leverage to press to complete the job. Second, it expands the number of disabled retirees - however modestly - that Congress agrees need some degree of financial relief right away.

Lowering the qualifying threshold from 70 percent to 60 percent disability ratings expands by almost two-thirds the number of retirees eligible for special compensation. The \$50 a month this new group will receive is only a token, but it's an important symbol.

Similarly, Congress' provision of even small increases in the special compensation amounts acknowledges the inadequacy of the current situation (the bill would increase special compensation by \$25 a month on Jan. 1, 2003, for eligible retirees rated 80 percent or more disabled; and by another \$25 as of Oct. 1, 2004, for those



LEGISLATIVE REPORT

COL Sylvester C. Berdix Jr. (Ret.)

AAAA Representative to The Military Coalition (TMC)

rated 70 percent or higher).

But the reality is that these changes don't do much to solve the current tremendous inequity. And there's something significantly wrong when 86 percent of House members and 76 percent of senators say they support fixing such a major inequity and then don't make it happen. Simply put, that's little more than lip service.

The reality is that the Armed Services Committees can't solve the problem without the help of congressional leaders of both chambers and both parties. They are bound by congressional spending rules that can only be overcome with leadership support. The Military Coalition's job next year is to convince legislators that cosponsorship alone is not enough in this case. If they mean what they say, such a large number of cosponsors can and should convince their leaders to put Congress' money where its mouth is.

As we lean forward next spring, TMC will be looking to the leaders who control the purse strings to support funding for substantive concurrent receipt progress in next year's budget resolution. We'll need the support of all grassroots activists to remind their legislators that there needs to be a much better linkage between what they say and what Congress does.

TFL Claims Update

For the first two months of TFL operation, the number of TFL claims exceeded 1 million - pretty amazing for the start-up of a \$4 billion operation on one year's notice. Despite initial hiccups in some cases - only to be expected with such a massive new program - the electronic claims processing system is picking up speed.

Morella Seeks Thrift Savings Plan Equity

Rep. Connie Morella (R-MD) introduced H.R. 3544 to amend Title 5 of the U.S. Code to allow all federal Thrift Savings Plan (TSP) participants age 50 and over to make additional "catch up" contributions, as now permitted in other civilian retirement accounts.

TMC Backs Protections for Activated Guard Members

Enacted during World War II, the Soldiers' and Sailors' Civil Relief Act (SSCRA) caps consumer debt and mortgage interest to no more than 6 percent. TMC is urging SSCRA protection for National Guard troops called up by state governors (at the president's request) to perform counter-terrorism policing and security duties. Other recalled troops are already covered.

Long Term Care Insurance Update

A Senate committee has endorsed a House bill (H.R. 2559) that would permit "gray area" Reservists to purchase federal long-term care (LTC) insurance along with other active and retired military and federal employees.

"Chapter 61" Disability Retirees Need a VA Rating, Too

Under a new ruling, retirees who received 70 percent or higher disability retirements from their service must also be receiving VA disability compensation to collect the \$100-\$300 monthly special compensation that was implemented this past Oct. 1.

Social Security Announces New Service for Hearing Impaired

Now, people who are deaf or hard of hearing can apply for Retirement, Survivors, Medicare and Lump Sum Death Benefits immediately when they call Social Security's toll-free TTY/TDD number, (800) 325-0778.

You can call Monday through Friday, 7 a.m. to 7 p.m. and file a claim for benefits using a TTY/TDD machine. You'll communicate directly with a representative without the need for a local relay system.

To find out more, see the SSA News Release at www.ssa.gov/pressoffice/ict-press.htm

"Any Servicemember" Websites Announced

The Department of Defense announced today an alternative to the "Any Servicemember" and "Operation Dear Abby" programs, which were suspended indefinitely in the wake of anthrax mail attacks.

The Navy has developed a web-based alternative to benefit members of all services. The program can be reached at the Navy LIFELines Services Network at www.LIFELines2000.org or <http://AnyServiceMember.Navy.mil>.

Those who want to send a message of support or holiday greeting to military servicemembers will find a simple process for delivering messages at these sites. The "Any Servicemember" program allows participants to select from one or all branches of the military. Other alternatives for supporting deployed servicemembers are available at www.defenselink.mil/news/Oct2001/b10302001_bt556-01.html.

AAAA NEWS

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

CPT James M. Ashburn
SSG Theodore J. Baca
1SG Warner J. Brandenburg
SGT Jason L. Buehner
CPT Joshua A. Etzel
LTC Richard L. Gill, Ret.
CW4 Allen Jaroch
1SG Patrick R. McGuire
1SG Bobby Reynolds Jr.
CPT Matthew W. Worrell
ALOHA CHAPTER
HONOLULU, HI
CDT Robert S. Holcroft
CDT Benl M. Tuxhorn

AVIATION CENTER CHAPTER FORT RUCKER, AL

WO1 Riley Abbott-Hall
WO1 Matthew E. Barnhill
WO1 Anibal Candelario, Jr.
WO1 Art G. Causman
2LT Jacob R. Cavins
CPT Bryan J. Chivers
WO1 Michael R.P. Coryer
2LT Kevin M. Coughlin
WO1 James R. Denigris
2LT Scott W. Dunkle
WO1 Scott H. Durrer
WO1 Dwayne L. Esch
MAJ Mark F. Fassl
CPT Derek S. Finison
WO1 Jason C. Frescholtz
2LT Frederick S. Gerber
1LT Bryan J. Green
WO1 Bernard R. Gust
WO1 James E. Hall
WO1 Michael E. Hall
2LT Joshua J. Handorf
WO1 Brian P. Hayes
WO1 Christopher M. Hertzog
2LT Aaron G. Huff
WO1 Daniel J. Hutchins
WO1 Brian A. Jacobson
WO1 Joshua L. Jensen
2LT Sean M. Kenney
2LT Chris P. Klemm
2LT Nathan L. Lewis
2LT Michael B. Long
WO1 Matt M. Mathews
CW3 Todd A. McElmurry
WO1 James D. Mitchem
WO1 Don-Carlos Moniz
WO1 Thomas A. Montijo
WO1 Douglas M. Moore
1LT Paul R. Roley

WO1 Jay D. Schaefer
2LT Luke C. Schmidt
2LT Nicholas H. Schutte
SFC(P) Matthew T. Shoemaker
CW3 Jon Stumick
2LT Matthew R. Sun

COLONIAL VIRGINIA CHAPTER FORT EUSTIS, VA

Ms. Sara B. Bierman
SSG William F. Deloach
SSG Barron Hill
Mr. George T. Logan
SSG Alan B. Ludington
Ms. Yolanda D. Parrott
Ms. Darina M. Torrey

CONNECTICUT CHAPTER STRATFORD, CT

1SG John R. Smith

CORPUS CHRISTI CHAPTER CORPUS CHRISTI, TX

Mr. Jorge L. Aguilar
Mr. David O. Rodriguez

EDWIN A LINK MEMORIAL CHAP BINGHAMTON NY AREA

LTC Patrick M. St. Romain

FLYING TIGERS CHAPTER FORT KNOX, KY

CW4 Robert A. Rahn

GREATER ATLANTA CHAPTER ATLANTA, GA

Mr. James R. Burns
Mr. Josh Wilkie

HIGH DESERT CHAPTER FORT IRWIN, CA

SGT Russell E. Fischer
INDIANTOWN GAP CHAPTER
INDIANTOWN GAP, PA
MSG Steven A. Gipe

JIMMY DOOLITTLE CHAPTER COLUMBIA, SC

SSG Chris Chambers
SSG Charles E. Hancock
SFC Wayne A. Hanlon
SFC Michael A. Uswa
COL Earl M. Yerrick, Jr.

MAGNOLIA CHAPTER JACKSON, MS

WO1 Jimmy G. Hall
CW4 John H. Hunsicker
1SG Troy L. Wilemon
SP4 Gregory A. Williams

MICHIGAN GREAT LAKES CHAP. GRAND LEDGE, MICHIGAN

CDT Kathryn A. Pinler

MINUTEMAN CHAPTER WESTOVER AFB, MA

CW4 William F. Quinn III, Ret

MONMOUTH CHAPTER FORT MONMOUTH, NJ

Mr. Joseph S. Skarbowski

MORNING CALM CHAPTER SEOUL, KOREA

MAJ Manley R. Allford
Mrs. Mi-Ok An
Ms. Young-Ja Bae
WO1 Ian M. Beaver
CPT Mark A. Bliss
CW4 Douglas B. Brown
Ms. Hong Sun Chang
Ms. Hyun-Jung Cheon
Ms. Bok Hee Cho
Mr. Chang Hi Cho
Mr. Min-Geol Cho
Mr. San Hyun Cho
Ms. Soo-Youn Cho
Mr. Eui-Young Choi
Ms. Kyung-Ok Choi
CW2 Chad J. Copeland
CPT Kenneth D. Copeland
LTC Jerry L. Egbert
CW4 Conclia A. Hassan
Mr. Hwan Jee
MAJ Ray Jenkins
CW4 William O. Jewell
Mr. Dae Young Jung
Ms. Hwa-Jin Jung
Mr. Sang Won Jung
CW3 David R. Justice
Mr. Duk Young Kim
Ms. Eun-Kyung Kim
Mr. Gee-Yong Kim
Mr. Han-Gi Kim
Ms. Hye-Kyung Kim
Ms. Jung-E Kim
Ms. Jung-Ja Kim
Ms. Sang-Ok Kim

Mr. Tae-Kwang Kim
Mr. Te-Sung Kim
Mr. Yong-Bae Kim
Ms. Young-Il Kim
Mr. Hyun-Jae Kwon
Mr. Won-Joong Kwon
Mr. Bong-Soo Lee
Mr. Byung-Joo Lee
Mr. Jong S. Lee
Mr. Ki-Hong Lee
Ms. Mee-Sook Lee
Ms. Min-Ja Lee
Ms. Shin Ja Lee
Ms. Soon Hee Lee
Mr. Soon Jae Lee
Mr. Wan Ho Lee
Mr. Yong Woo Lee
Ms. Yoon Ok Lee
Ms. Young-Ae Lee
CPT Patrick S. Mitchell
Mr. Cheun-Bog Mo
Ms. Chong Sik Moon
COL In Sik Oh
Ms. Jee-Il Park
Mr. Jin Woo Park
Ms. Jong-Sik Park
Ms. Mi-Ja Park
Mr. Myung Ja Park
Mr. Seung-Woon Park
Ms. So Jin Park
Mr. Young-Chul Park
Mr. Young Ho Park
Ms. Yeon Kyung Seo
Mr. Dae-Suk Shim
Ms. Joo-Hun Shin
Mr. Ki Sup Shin
Ms. Mi-Kang Shin
Ms. Hye-Young Son
Mr. Min-Sung Song
CW3 Garry L. Welch
Ms. Jae Ok Yoo

NARRAGANSETT BAY CHAPTER N. KINGSTOWN, RI

PFC James L. Griffin
SGT Jason W. Holland

OREGON TRAIL CHAPTER SALEM, OREGON

CDT Jeremy D. Cameron

RAGIN' CAJUN CHAPTER FORT POLK, LA

SFC Jayme D. Johnson

RHINE VALLEY CHAPTER HEIDELBERG, GERMANY

CW4 Stephen W. Perkins
Mr. Emmitt P. Rodriguez

TALON CHAPTER ILLESHEIM, GERMANY

CW2 Michael T. Daniels
CW4 Len J. Eichhorn
CPT Frederick J. Toti

TENNESSEE VALLEY CHAPTER HUNTSVILLE, AL

Ms. Sandi C. Hulebak
COL Jeff Jeffrey, Ret.
CW4 Jon C. Lafferty
Ms. Debra K. Long
Ms. Elaine L. McDowell
Mr. Fred K. McDowell
SFC Mitchell K. Nelms, Ret.
Ms. Vicki L. Schmitz
Ms. Teresa C. Tucker
Mr. Lyle L. Voytes

UNIV OF NORTH DAKOTA CHAP. GRAND FORKS, ND

CDT Nicholas E. Erickson
CDT Jim R. Fischer
CDT Sean J. Henderson
CDT Eric A. James
CDT William K. Liebhaber
Mr. Paul Lindseth
Mr. Kent Lovelace
LTC John M. Mach, Ret.
CDT Robert C. Massey
CDT Michael J. Milas
1LT Bradford J. Peterson, Jr.
CDT William L. Phillips

WINGED WARRIORS CHAPTER SOTO CANO AB, HONDURAS

SFC Chad A. Pelier
CPT Scott A. Prescott

WRIGHT BROTHERS CHAPTER COLUMBUS, OHIO

SSG Joseph T. Donahue
SGT Alan D. Troutman

MEMBERS WITHOUT CHAPTER AFFILIATION

PFC Grant W. Burger III
CW4 John A. Finneren, Jr.
Mr. Craig N. Harper
Mr. John Piccolo

Lost Members

Help us find our Lost Members. We'll give you an additional month on your AAAA membership free for each member you help us locate. Simply write, call or E-mail us with the Lost Member's current address. AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tele: (203) 268-2450; FAX:(203) 268-5870; E-Mail: aaaa@quad-a.org.

Andrews, Wallace C., SPC
Ballinger, Jason L., Mr.
Barday, Douglas H., Mr.
Berglund, Thomas P., WO1
Catalan, Jose R., 2LT
Christianson, Mark T., CW3
Cosner, Richard J., SGT
Daens, Jayne E., Ms.

Daniel, Kevin H., WO1
Darlek, Bryan J., 2LT
Davis, Joseph H., 1LT
Featherstone, Tony W., Mr.
Gauvreau, John J., CW2
Hintzen, Justin E., 1LT
Hughes, Eric J., WO1
Jenkins, Joseph J., 2LT

Lemme, Heather A., SPC
McKee, Mark S., WO1
Needum, Byron C., 1LT
Nicholson, Robert J., CW2
Ossinger, Gary S.F., WO1
O'Sullivan, John P., Mr.
Orden, Erdal, COL
Reveley, Paul A., Mr.

Robinson, Damon M., SPC
Simmons, Roger L., Mr.
Stady, June, Ms.
Striveson, Antavia M., SPC
Sturgeon, Jack E., MAJ
Thomas, Ralph W., Mr.
Traylor, Kevin, Mr.
Wells, Tom, Mr.

Williams, William, WO1
Wood, Brian B., SGT
Young, Michael R., WO1



2002 AAAA ANNUAL CONVENTION

See you in Nashville, TN

May 11-15, 2002

Go to the AAAA webpage for all convention information
and registration forms! www.quad-a.org

Colonial Virginia Chapter



AAAA's Colonial Virginia Chapter hosted a membership appreciation lunch on Nov. 15. More than 200 members came and enjoyed a free lunch and numerous door prizes. The chapter recruited seven new members and gave out six more applications. Member Bruce Tenney from The Aviation Applied Technology Directorate at Fort Eustis, Va., won the raffle prize, a 32-inch color TV. Pictured are SGM Kenneth Rich (*left*), chapter VP membership; COL Joseph I. Moore (*second from left*), chapter president; SFC Melvin Salaiz's son (*third from left*); Mr. Bruce Tenney, winner, (*third from right*); MSG Eric Grissom (*second from right*) and CW3 Lance Nation (*right*), chapter VP programs.

Jimmy Doolittle Chapter



Jimmy Doolittle Chapter President CW5 Lem Grant (*left*) presents AAAA's 1996 ARNG Unit of the Year commemorative hat to guest speaker BG Tom Konitzer (Ret.), AAAA National's secretary-treasurer.



Old Tucson Chapter

The Old Tucson Chapter recently held a holiday general meeting, which featured a blood drive. A raffle was held for turkeys and T-shirts, with the proceeds going to the Marana Food Bank. Pictured are CSM Larry Cook (*left*) and Mr. Gordon Marriott, chapter v.p. (*right*), delivering 365 pounds of needed food to the bank.

Attention All AAAA Members!!!

Send us your name and E-Mail Address

E-Mail: magazine@quad-a.org

or call the AAAA National Office (203) 268-2450

Flying Tigers Chapter



AAAA's Flying Tiger Chapter at Fort Knox, Ky., recently presented the Bronze Order of Saint Michael to CW4 Michael Carroll, an observer controller/trainer (OC/T) with the Army Reserve's 1st Battalion, 337th Regiment, 4th Cavalry Brigade, 85th Division.

Carroll, a 26-year Army veteran, was cited for his contributions to Army aviation as a UH-60 Black Hawk instructor pilot, safety officer, maintenance officer and OC/T. He was also cited for his recent work mobilizing two National Guard aviation companies deploying to Bosnia and Kuwait. He is currently attending the C-12 Huron course at Fort Rucker, Ala.

Carroll was presented the OSM by the vice president of the Flying Tiger Chapter during ceremonies held at Fort Knox on Nov. 30.



AAAA Scholarship Foundation

www.quad-a.org • (203) 268-2450



got scholarship?

FREEDOM IS NOT FREE!



We Salute the Brave Men and Women of Army Aviation
Who Keep Our Nation Safe, Strong and Free.

ROBERTSON
AVIATION