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Ten U.S. military personnel were killed Feb. 22 in the crash of a 160th Special Operations Aviation Regiment MH-47E helicopter. The Chinook went down off the coast of the south-central Philippine city of Dumaguete, about 150 miles northeast of Zamboanga. The helicopter was flying in tandem with another Chinook at the time of the crash, and was en route to the islet of Mactan, where U.S. forces are providing air logistics support for Philippine military units engaging Muslim rebel groups. Killed in the crash were eight Army and two Air Force personnel. The soldiers were MAJ Curtis D. Felstner, CPT Bart D. Owens, CW2 Jody L. Egnor, SSG James P. Dorrity, SSG Kerry W. Frith, SSG Bruce A. Rushforth Jr., SGT Jeremy D. Foshee and SPC Thomas F. Allison. The Air Force personnel were Master Sgt. William L. McDaniel II and Staff Sgt. Juan M. Ridout. The cause of the accident is under investigation.

Eight U.S. soldiers were killed Mar. 3 during heavy fighting with Taliban and Al Qaeda forces in the rugged terrain of northeastern Afghanistan. The soldiers died when two Army MH-47 Chinook helicopters came under intense enemy fire. At press time, about 40 other Americans had been wounded in the course of Operation Anaconda, which was intended to dislodge the Taliban and Al Qaeda fighters from caves and other fortified positions in the mountains near Gardez.

Army astronaut and AAAA National Executive Board member, LTC Nancy Currie was a key member of space shuttle Columbia's crew during the recent mission to upgrade the Hubble space telescope. A veteran of three previous space flights and one of seven crewmembers on the 10-day March mission, Currie was Columbia's flight engineer and controlled the shuttle's robotic arm. Currie is currently one of six mission-specialist astronauts from U.S. Army Space Command's Astronaut Detachment at NASA's Johnson Space Center in Houston, Texas.

The Retired Officers Association (TROA) has named Vice Admiral Norbert R. Ryan Jr. as its new president, succeeding Lt. Gen. Michael A. Nelson, USAF (Ret). Ryan is currently the Chief of Naval Personnel, and when he retires from the Navy later this year he will become TROA's ninth president in its 73-year history.

Dallas-based Corrosion Technologies Corp. has introduced a new line of pressure sprayers intended for use with liquids ranging from light solvents to heavy fluids. The sprayers have no moving parts and can operate on 80 psi shop air, and can be fitted with wands of varying sizes. For information, visit the website at www.corrosionx.com.

MG John M. Curran, commander of the U.S. Army Aviation Center and Fort Rucker, Ala., and chief of the aviation branch, has named CW5 Stephen T. Knowles II as the branch's first chief warrant officer. Knowles will be Curran's principal adviser on all aviation warrant officer issues. As part of his duties, he will assess the status of warrant officer training, professional development, morale, recruitment, retention and any other issues impacting readiness. Knowles will represent the more than 10,000 aviation warrant officers in the Army — warrants currently account for 75 percent of Army aviators.



Knowles

Fordham University ROTC and the New York City Knickerbocker Chapter of The Retired Officers Association are hosting a seminar on TRICARE for Life. All military retirees, their spouses, widows, widowers and dependents, as well as active-duty service members living in the New York area are invited to the morning March 16th at the Fordham Lincoln Center University Campus in Manhattan. A complimentary breakfast at 8:00 a.m. will be followed at 9:30 a.m. by presentations scheduled to be completed at 11:00, with Q&A period following. Contact Lt. Col. Mike Reynolds, USMCR, at (718) 390-3555 or via e-mail to ReynoldsTROA@aol.com, or BG R. Wedinger (Ret.) via fax to (718) 356-8215 for additional details.

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Aviation Hardware Update

By MG John M. Curran

The Army's decision to transform itself was a direct result of the changing strategic environment of the 21st century — and that decision was reinforced by the events that shook the nation on Sept. 11. The changing military environment necessitates an aviation force capable of conducting the full range of military operations. This requires a balanced modernization strategy across Doctrine, Training, Leader Development, Organizations and Soldier (DTLOMS) systems. Hardware modernization, the focus of this article, requires the Army to selectively invest in today's force to maintain warfighting readiness, as it transforms to an objective force capability compatible with Joint Vision 2020 objectives.

Near-term Modernization (FY 2002-2008)

Significant aviation force structure changes are in the final approval stages. This structure, to be implemented in the near-term, will serve as a bridge to objective-force aviation. It will provide the foundation for hardware modernization, allowing accelerated divestiture of approximately 1,000 legacy AH-1 and UH-1 aircraft, and cascading of modern aircraft to the reserve component.

Modernization funding shortfalls in the 1990s have created a renewed urgency to address aviation's operational issues. The Army continues to program efforts to address lessons learned in Bosnia, Albania, Kuwait and Kosovo (Task Force Hawk).

The Aviation Safety Investment Strategy Team (ASIST) is working to identify measurable accident-prevention goals and identify Armywide investments needed to achieve them. The Aviation Readiness and Sustainment (R&S) Task Force is identifying operating and support cost drivers for each platform to insure fixes are in place as the Army recapitalizes its fleet. While the focus of the Aviation Transformation Task Force is force structure, it has also identified readiness as an issue and worked to identify fixes that can be implemented in the near-term.

Finally, as the Army refines its digitization requirements, ongoing subsystem and software development efforts will insure aircraft are fielded with compatible, interoperable and supportable communications equipment.

Each of the above efforts has helped shape aviation modernization in the near term. A state-of-the-art target-acquisition and pilotage system will be retrofitted on all AH-64A/D aircraft. OH-58D, UH-60 and CH-47 crews will be equipped with the latest night-vision goggles (NVGs) to improve resolution and reduce halo effect. Air Warrior will begin fielding in fiscal year 2004 to improve aviator effectiveness in an NBC environment. The Aviation Combined Arms Tactical Trainer-Aviation Reconfigurable Manned Simulator (AVCATT-A) will begin fielding in the FY 2003 timeframe. AVCATT-A will support institutional, organizational and sustainment training in a collective and combined arms virtual environment. The Army has designated AH-64, UH-60 and CH-47 recapitalization as high priority and has fully funded these efforts.

AH-64D deliveries will continue until the procurement objective of 501 is reached in 2007. Fielding a Modernized Target Acquisition Designation Sight/Pilot Night Vision System (TADS/PNVS) will begin in 2004. R&S fixes, component recapitalization and Air Warrior integration will also begin in the near-term.

The UH-60M and HH-60M (medevac variant) are currently in the System Development and Demonstration phase. First Unit Equipped (FUE) for the UH-60M is scheduled for FY 2006 (2007-2008 for the HH-60M). The UH-60 modernization program will insert digital technologies, address safety and O&S cost drivers, integrate Air Warrior, extend aircraft life, upgrade medical equipment (HH-60M) and improve lift. Another significant UH-60 modification is the Army Airborne Command and Control

Aviation Modernization Objectives



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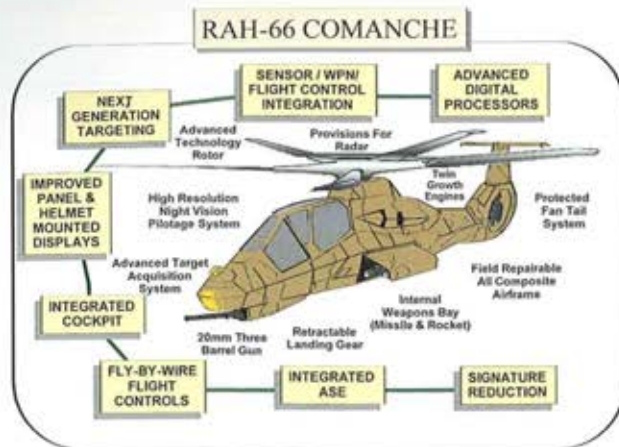
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System (A2C2S), which will begin production in FY 2003. This mission kit will convert selected UH-60s into airborne tactical operations centers, supporting C2 on the move and the commander's situational awareness and common view of the battlefield.

The CH-47 modernization program will provide commanders a more reliable, less-costly-to-operate aircraft compatible with Army digital connectivity requirements. Key modifications integrate an upgraded T55-GA-714A engine, digital avionics, Air Warrior, enhanced air transportability, an extended range fuel system, reliability and maintainability improvements, and complete recapitalization of 133 com-

ponents. The current program goal converts 300 CH-47Ds to the CH-47F configuration. FUE is scheduled for FY 2006. Other major near-term hardware modernization initiatives include the OH-58D Safety Enhancement Program (SEP), aviation digitization, and the RAH-66 Comanche Engineering and Manufacturing Development (EMD). The OH-58D SEP, currently underway, adds crashworthy seats, an upgraded engine and limited digitization upgrades to the Kiowa Warrior. Aviation digitization efforts are centered on synchronizing upgrades with the Army digitization timetable. Comanche EMD will support an FUE in 2008.

Mid-Term Modernization (FY 2009-2018)

The mid-term is focused on fielding the UH-60M/HH-60M, CH-47F, and the Army's first objective force platform, the RAH-66 Comanche. Further development of essential enabling technologies in electronics, man-

machine integration, air platforms, propulsion systems and weaponization will provide aviation with key capabilities for insertion into current systems or incorporation into next generation/future systems.

A decision on replacement of the UH-60 and CH-47 will also be required in this timeframe. Should a new-start aircraft be required, research and development must begin in the mid-term.

The next generation of Hellfire missile is also expected to be in full-rate production in the mid-term. It is expected to provide increased range, lethality and resistance to countermeasures compared to the current laser or RF Hellfire. The trend toward increased utilization and teaming with unmanned platforms is expected to continue through the mid-term and lead to integration of unmanned aerial vehicles (UAVs) into the aviation force structure.

The RAH-66 Comanche remains Army aviation's highest-priority modernization program. It represents the Army's next-generation reconnaissance and attack aircraft. Comanche supports the objective force commander as a survivable, multi-role aircraft capable of orchestrating lethal, nonlethal, precision, direct and indirect fires, and extending the operational reach of the maneuver force. The aircraft is a twin engine, single rotor, two-pilot, all-composite aircraft designed with advanced sensors and survivability features. Comanche production continues into the far term to meet Army objective force requirements.

Far-Term Modernization (2018-2035)

The enduring Army aviation missions of attack, reconnaissance, vertical lift and support to command, control, communications, and intelligence (C4I) are expected to remain relevant into the far-term. The characteristics and capabilities required to execute these missions will be based on assessments within the context of the future operational environment and technology constraints. In the far-term:

- The last of the Army's AH-64Ds should be replaced by RAH-66.
- UH-60 and CH-47 aircraft should be replaced, as requirements are expected

Curran Update cont'd on page 18

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RAH-66 COMANCHE: *Adjusting for the Warfighter*

By COL Robert P. Birmingham



Only 18 months since the Comanche program passed muster through a March 2000 Defense Acquisition Board (DAB) to proceed into a long-awaited Engineering, Manufacturing and Development (EMD) phase, the program's risks, cost and schedule metrics indicated that the Army's goals for Comanche could not be met within the planned program schedule. The program manager (PM), together with the Comanche contractor and U.S. Army Training and Doctrine Command (TRADOC) initiated a comprehensive rebuild of the entire Comanche program. Direction from the Army's leadership outlined a necessity to "fix Comanche and ensure that this capability gets to our warfighters as soon as possible."

This needed change will adjust the program to meet the needs of the Army's Objective Force while retaining Comanche's Initial Training Capability (ITC) in early fiscal year 2007. The Army will field Comanche in progressive block upgrades to increase combat capabilities over time, utilize revolutionary new technology and meet the Army's transformation goals.

In addressing these issues, the Comanche Program Management Office (PMO) with the TRADOC Systems Manager reviewed recent guidance contained in the Department of Defense (DOD) 5000.2-series of regulations and incorporated a dynamic block-upgrade strategy. In order to address the difficulties of fielding a weapon system as complex as Comanche, its capabilities will be fielded in sequential blocks: training, armed reconnaissance and attack versions.

The exact configuration and dates for each specific block upgrade, as well as

the restructured program plan, are now before the Army leadership for a decision, but the Army should expect to have the first Comanche armed-recon battalion equipped and trained for combat in Block I during FY 09. This unit will fight as an armed-reconnaissance battalion with light-attack capability. Heavy-attack-capable units will be equipped and trained using a Block II configuration around FY 10.

These necessary adjustments will allow our future Comanche units to conduct New Equipment Training (NET) after a much-expanded and successful flight-test program. The planned restructure changes will have many advantages for the Table of Organization and Equipment (TO&E) Army by providing a fast track to gain-

- Increased time to train individual, crew and collective tasks;
- Production-configured aircraft for operational testing;
- Increased beyond-line-of-sight communications capability;
- Unmanned aerial vehicle (UAV) connectivity; and
- Ability to incorporate future Objective Force changes.

The complexities of modern mission-equipment packages require constant review, upgrade and adjustment. What was obsolete over a 10-year period during the Cold War now often becomes obsolete within a year. Information-age realities — coupled with the maturity of network-centric warfare — make an evolutionary acquisition strategy or blocked program a necessity.

The Army will field Comanche in progressive block upgrades to increase combat capabilities over time.


ing reduced operation and support (O&S) costs and improved supportability in terms of spare parts availability, greater reliability, improved diagnostics, and better MOS trained enlisted personnel and aviators. Other improvements emerging from the new program plan include:

- Better aligned and more mature simulation / training programs;
- Future Combat System (FCS) complementary tactics, techniques and procedures (TTP);
- FCS complementary mission-success templates (MST);
- More mature and robust software development plan;
- Phased full-spectrum armament and mission-equipment capability;

Blocking strategies for aviation have several benefits. They:

- allow aviation to remain on the cutting edge of technology while getting that capability out to the field and into the hands of soldiers sooner;
- match required warfighting capabilities with affordability by planning to fund but not implement block improvements before the technology matures; and
- drive the up-front design of our systems to use and accept evolutionary acquisition which allows for future growth of such current warfighting systems as expanded on-board diagnostics and prognostics, UAV control, improved radar target identification, third-

Comanche cont'd on page 30



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Two Thumbs Up!

10th Mountain Division Maintenance Test Pilots Review Comanche Supportability

By CW3 Nathan E. Allen and CW3 William E. Butler

CW3 Nathan E. Allen:

The Comanche helicopter is the most sustainable and maintainable combat helicopter ever developed, represents a revolutionary achievement in aircraft design that will drastically improve aviation maintenance operations, and will fundamentally change Army aviation. Comanche is designed to stay in the fight longer and be "turned-around" quicker than any other helicopter currently in the Army inventory. It will greatly reduce the amount of support equipment required, as well as the required number of man-hours of maintenance per flight-hour.

Simply put, I believe Comanche will achieve a sustained 90 percent or better operational readiness rate. The Comanche is constructed around a central I-beam with separate laminate modules that are made of tough materials — like Kevlar — that form an incredibly strong and rigid airframe structure. This type of construction greatly reduces flex in the airframe and there-

by reduces the wear. Laminates can, by design, be stressed in many ways and still retain their integrity. This very tough "exoskeleton" airframe is called Box Beam.

Perhaps the Comanche's greatest design feature is its break with conventional flight controls in favor of the more modern fly-by-wire. This proven and mature technology sends signals from the pilot's controls via fiber-optic cables to the main computer, which then manipulates hydraulic actuators. This method eliminates many parts, and if you eliminate the part it cannot break. This results in substantial maintenance savings. One point cannot be overstated: reduce the number of components required and you reduce your workload.

The Comanche eliminates "black boxes" in favor of circuit cards that can be replaced in minutes. These circuit cards have the ability to reconfigure in flight to ensure all necessary systems are kept operating if one should fail. Comanche also has a fault detection system that is gener-

MPTs CW3 Nate Allen (front seat) and CW3 Buck Butler reviewed the RAH-66.





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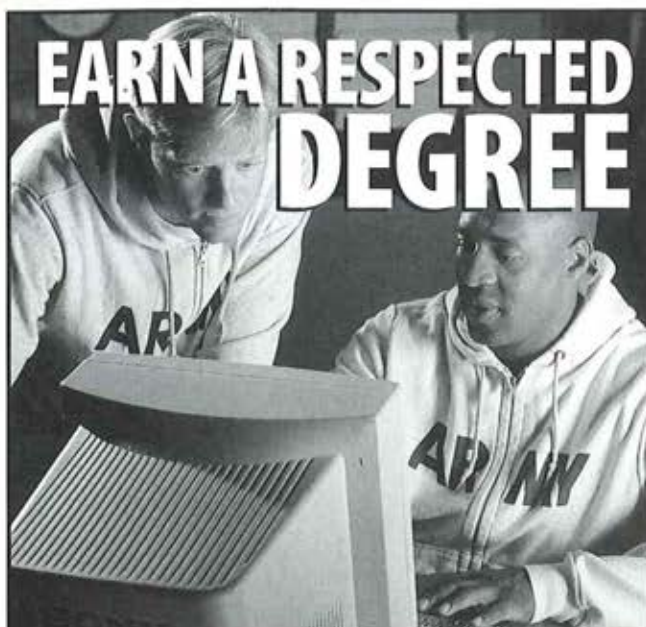


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ations ahead of anything currently in the fleet, as well as a fault isolation feature that pinpoints the problem area. The maintainers can review all faults and take immediate steps to correct them without having to decipher pilots' write-ups and without referring to stacks of trouble-shooting manuals to decide how to effect repairs.

I have seen most of the Army's front-line fleet of aircraft enter service. I've flown in and worked on most of them, and continue to do so. The Comanche is so different it's hard to describe even to fellow pilots. It will have a more immediate and positive impact on Army aviation than any other system or program. Army aviation needs this aircraft; Comanche will change Army aviation for the better.

Comanche is real and it is coming soon.

CW3 William E. Butler:

From a purely maintenance view, I am thoroughly pleased with the amount of thought that has gone into Comanche's design. Some maintenance-minded people have kept their heads in the game and remembered that we'll be working on the Comanche in adverse and stressful conditions.

Comanche development has actually kept aircraft maintenance in mind, utilizing all advances in the field to aid the workload for the "mud maintainer." Current software development makes aircraft query and response to fault detection a reality. Fault-isolation software will erase or lower the ambiguity groups now constantly encountered with existing aircraft.

With current technology, and the implementation of

The mission capabilities of Comanche will change the way Army aviation plans, trains, and executes reconnaissance and attack operations.

advancements in the field, the Comanche will be the scout pilot's dream come true. Multi-tasking is greatly eased by the user-friendly software. The one-deep screen accessibility to any function makes heads-down combat flying extinct.

The training of pilots will be easier in this aircraft than in any the Army currently owns, provided we develop a true test designed for a prospective Comanche pilot. I don't believe the current aircraft-selection process would be smart or cost efficient. This aircraft will require a pilot who can truly think in multiple dimensions.

The overall impression that I came away with is that this platform is not so much a new aircraft as it is a completely new doctrine. The fielding of this aircraft will take a real and well-thought-out change in tactics, techniques and procedures. The mission capabilities of Comanche will change the way Army aviation plans, trains, and executes reconnaissance and attack operations.



CW3 Nathan E. Allen is an OH-58D(I) maintenance test pilot and an AVIM production control officer; and CW3 William E. Butler is an OH-58D(R) maintenance examiner. Both are assigned to the 10th Mountain Division at Fort Drum, N.Y.

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T800 Engine

Serving COMANCHE Progress Within Mergers and Partnerships

By Mr. Russell F. Miller

The year 2001 was tumultuous for the Army T800 engine program. Included in this turmoil was assignment of a new product manager (PM); an industry merger whose effect threatened the existence of the prime contractor; an effective block on long-term contract awards; and an unplanned requirement for more horsepower. The program has weathered this turmoil and continues to make substantial progress.

Mergers and Partnerships

It was more than a year ago when General Electric (GE) announced its plans to merge with Honeywell. This was not the first time that an industry-related action was forced on the Army's T800 engine program, since Rolls Royce had purchased Allison, and Honeywell had purchased Allied Signal years earlier. This merger was different in that its result would reduce the number of suppliers for turboshaft engines to the Army. The subsequent Department of Justice (DOJ) action would require the principles to divest the Honeywell turboshaft engine business.

The year 2001 was tumultuous for the Army T800 engine program.

The DOJ's plan to restore the balance within the turboshaft industry suddenly threw the Light Helicopter Turbine Engine Company (LHTEC), the partnership that forms the T800 prime contractor, into turmoil. Rolls Royce, the remaining LHTEC partner, suddenly was without a partner. With the loss of one of the partners, LHTEC's managing board voiced reservations about entering into any further long-term commitments with the Army — specifically, the impending six-year

Engineering and Manufacturing Development (EMD) contract.

The LHTEC aversion to long-term commitments, with less than 30 days remaining on the current contract at the time, forced the PM to take immediate action to ensure the Army still had a T800 program. The prospect of not being able to award the EMD contract suddenly put the T800 engine on the critical path of the Comanche program.

LHTEC's action was as a wake-up call to those close to the Army T800 program, and should put all Army customers of partnerships on alert. While the GE-Honeywell merger eventually failed and some degree of order was restored to the T800 program, the next Army program may not be so lucky. It is important for Army customers to fully understand and study the forces that form and then maintain an Original Equipment Manufacturer (OEM) partnership, to preclude such surprises in the future.

T800 Engine Progress

The progress of the T800 throughout 2001 has continued in spite of the business related interruptions. The T800-LHT-801 or "Growth" engines were assembled, tested and shipped to the prototype test facility early in the year. The first flight of a Comanche prototype aircraft with the Growth engines was conducted on June 1, 2001. To date, the Growth engines have proven very reliable and will power the second prototype sometime early in 2002.

As the Comanche EMD aircraft design emerged, so did the need for additional engine horsepower. The decision was made to extract, through a "throttle push," an additional 70 shaft horsepower from the existing T800-LHT-801 engine. With a simple software change the max rated power will be boosted from 1,131 to 1,201 shp. Initial studies indicated that with the increase in horsepower, the structural life of the engine would be affected.

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However, as the formal strength-and-life analysis continues, it is becoming evident that engine life can be restored through coatings and material changes. The new horsepower rating will bring with it a new designator, the T800-LHT-802. The T800-LHT-802 engine will also bring with it several engine control interface changes required for Comanche EMD aircraft and beyond.

A firm fixed-price contract strategy is being pursued, based on a high degree of confidence in the stability of the T800-LHT-802 engine design. The contractor's fixed-price proposal is now under Army review. The program plan includes awarding the EMD manufacturing contract early this year.

EMD Support Continues

Both the PM and the contractor continue to study and resolve issues identified during the past years of development and testing. "Producibility" issues continue to be a major focus as the engine enters the factory. Maintaining the vendor base continues to be both a concern and a major focus.

Engine qualification testing continued throughout 2001. The Power Turbine Containment test was successfully conducted during the year. The success of this test was significant in that its result satisfies both the Army and Federal Aviation Administration (FAA) requirements. The subject T800 engine was run at higher speeds to meet the Army requirements while the separating blade was constructed to fracture at the more damaging FAA requirement.

Engine software also continues to evolve. The Engine Monitoring System (EMS) that accurately calculates engine life-usage continues to be updated as development work con-

tinues. The EMS in its final state will allow the Army to leave engines and engine components on the aircraft for extended periods by calculating actual engine life consumed as a result of flight missions and power demands. Such systems are thought to generate significant life-cycle cost savings as time-before-replacement periods can be safely extended.

The new EMD contract is scheduled to be awarded soon. The contractor's proposal is now in the Army's hands and in the review process. The five-year contract requires the contractor to formalize the existence of T800-LHT-802 engine configuration, conduct T800 LFTE, complete the engine qualification, provide the EMD supportability activities, and continue to look to the future by constructing a block improvement strategy.

The Path Ahead

It is clear the T800 engine program continues to provide the necessary power and reliability to keep up with the Comanche requirement and power it into the Objective Force. By putting in place the two long-term contracts, the program should stabilize and allow both the Army and the contractor to get back to the business of efficiently executing the program through EMD and beyond.



Russell F. Miller is the U.S. Army Aviation and Missile Command's T800 engine product manager at Redstone Arsenal, Ala.

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to exceed the limits of additional recapitalization.

- A seamless aviation logistics-management system should be in place, reducing ownership costs by incorporating such automation technologies as embedded diagnostics/prognostics, anticipatory logistics and total asset visibility.
- Simulation will play an ever-increasing role in aviation training.
- The integration of communications, sensor and weapon technologies will improve situational awareness, survivability and lethality during full-spectrum operations.

Conclusion

While much progress has been made in the last few years, significant challenges lie ahead. New and emerging aviation requirements include meeting Global Air Traffic Management (GATM) requirements for airspace utilization, developing an executable aircraft survivability equipment strategy, meeting evolving digitization requirements and transforming to an interim (and later, objective) aviation force structure. Successful modernization will involve more than just hardware — it's the integration of equipment, doctrine, training, organizations and soldiers. Aviation's investment strategy must provide a balanced, risk-minimizing approach. The payoff will be an aviation force that remains the best in the world.



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

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Kiowa Warrior Update

By LTC William M. Gavora

The OH-58D Kiowa Warrior — the Army's lightly armed scout helicopter — is rapidly deployable and capable of three distinct missions: armed reconnaissance and security; target acquisition and designation; and light attack.



Originally a product of the Army Helicopter Improvement Program (AHIP), the OH-58D AHIP first flew in October 1983, with first deliveries in September 1985. Fielding of the OH-58D Kiowa Warrior began in the early 1990s after the -D model evolved from the AHIP reconnaissance configuration into its present configuration with its distinctive Mast Mounted Sight (MMS), advanced optics, electronics, integrated avionics and weapon systems. The OH-58D gives commanders a potent, dynamic capability to conduct decisive, successful operations. Additionally, the aircraft employs a variety of weapon systems, including Hellfire, Air-to-Air Stinger, 2.75-inch rockets and .50-caliber machine guns.

The last unit fielded with the OH-58D was the 1st Battalion, 25th Aviation, at Schofield Barracks, Hawaii. Kiowa Warrior production was completed in October 1999 and the aircraft is now in the sustainment phase of its life cycle. This doesn't mean the aircraft is static, however, for it is currently undergoing Safety Enhancement

Program (SEP) modifications. These include the incorporation of both safety and digitization modifications. Specifically, these modifications include a new Rolls Royce C30R3 engine with Full Authority Digital Electronic Control (FADEC); Improved Master Control System Processor Units (IMCPUs); Improved Data Modem (IDM); Improved Single Channel Ground/Air Radio Systems (SINCGARS-SIP); Engine Barrier Filters (EBF); Crashworthy Seats; and Cockpit Air Bag Systems (CABS).

The Kiowa Warrior program has had many accomplishments during the past year. First and foremost, Kiowa Warrior maintains the highest operational readiness (OR) rates (87 percent during 2001) of any Army aircraft. This is a testament to the hard work and dedication of Kiowa Warrior aircrews and maintainers around the world, as well as to the logisticians within U.S. Army Aviation and Missile Command (AMCOM) and the Scout-Attack Product Office.

The SEP is now in its fourth year. A total of 78 aircraft have been delivered as of December 2001. The 1st Squadron, 17th Cavalry, and 1st Bn., 82nd Avn., XVIII Airborne Corps, at Fort Bragg, N.C., are the most recently fielded units. Additionally, the U.S. Army Aviation Center at Fort Rucker, Ala., has received the first nine of its required 30 SEP aircraft and will begin institutional training in March 2002. SEP is now funded to modify 300 aircraft through fiscal year 2007. This leaves unfunded 54 of the required 354 SEP aircraft.

WESTAR developed the new Engine Barrier Filter (EBF) kit through a sub-contract with Bell Helicopter Textron Incorporated (BHTI), the prime manufacturer of the Kiowa Warrior. BHTI then certified these kits for incorporation

into the OH-58D fleet. Extensive testing of the new EBF has proven it far superior to the original Inlet Particle Separator (IPS) filtration system it replaces. Units with EBF-equipped Kiowa Warriors are already reporting performance increases ranging from 12 percent to 15 percent. The Project OLR facility in Killeen, Texas, started EBF field installation on the OH-58Ds of the 1st Sqdn., 10th Cav., at nearby Fort Hood, in accord with the approved DA-DCSPRO fielding schedule. The OLR is using two installation teams, whose proficiency has improved to two EBF kits every three working days. Since December 2001 eight Kiowa Warriors have been completed and returned to their unit, and two more were to be done by the middle of last month. The 1/10 CAV was to be completely EBF-equipped by the end of January.

Installation of the FADEC R-3 Engine measurably reduces rotor droop; improves engine reliability; increases high-altitude/hot-day power by 20 percent; and significantly extends engine Time Between Overhauls (TBO). The IMCPUs, IDMs and SINCGARS-SIP radios have improved data capture and processing. This will, upon installation of the next generation of software (CDS4), allow the Kiowa Warrior to communicate digitally in a Joint Variable Message Format (JVMF) over the tactical Internet.

To tackle MMS obsolescence, the PM has commenced two concurrent maintainability/reliability programs on its most critical components. Both comprise form-fit-function, two-way, interchangeable, drop-in replacements. The first is a Laser Range Finder/Designator (LRF/D) upgrade. The second program is a high-resolution Focal

Plane Array (FPA) for the Thermal Imaging Sensor Upgrade (TISU). These upgrades, introduced via "modernization through spares," will increase the overall mean time between failure about five-fold.

In 1999 the Scout-Attack Helicopter Product Management Office (PMO) applied for and received \$6 million under the Pentagon's Commercial Operations & Support (O&S) Cost Savings Initiative (COSSI) Program to reduce Kiowa Warrior O&S costs and weight. The PMO has teamed with the Aviation Applied Technology Directorate (AATD) at Fort Eustis, Va., and with the EFW Corporation in Fort Worth, Texas, to develop lighter, more reliable aircraft systems.

Some of the solutions we're examining are lightweight multi-functional color displays, lightweight Hellfire launchers and a single weapon systems stores box. Our goal is to reduce aircraft weight by 300 to 400 pounds in order to improve operational and autorotational characteristics, as well as to increase reliability and lower support costs.

The Kiowa Warrior is quickly deployable, reliable, versatile, lethal and capable, and is currently making a difference in support of Army operations around the world. Initiatives such as SEP-enhancement and others outlined above will enable the Kiowa Warriors to respond more effectively to future global developments.



COL William M. Gavora is Project Manager, Aviation Systems, and Jack Lundy is public affairs officer for the Scout-Attack Helicopter Product Office.

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Apache - Path to Modernization

By COL Ralph G. Pallotta

Let me begin by saying that as the project manager for the world's premier attack helicopter, it is a great pleasure for me to be able to address the Army aviation community and all others who share our interest and enthusiasm.

The AH-64 Apache is the lead platform for the Army's transformation plan and transition to the Objective Force. It must remain viable, overmatching and reliable. The Apache Program Management Office will continue to be fully dedicated to the project, monitoring every aspect of the Apache's development and sustainment. So, what is our plan and where are we going?

The myriad of activities relating to maintaining and modernizing the A-model, including producing and fielding the D-model, is truly awesome. The Apache draws a lot of attention, and one of my greatest concerns is that negative perceptions continue to exist about the aircraft. As with many major, highly visible programs, it is inevitable that issues will arise regarding Apache. Yet there is good news about this program, and the strides we are making with the AH-64D remanufacture program, along with our recapitalization efforts, will continue to improve the Apache program as a whole.

We will soon begin transformation of the Apache fleet to meet the interim and Objective Force requirements. Working with the Department of the Army and secretariat staffs, we have formulated a plan to outfit the active and reserve components with AH-64Ds. The remaining National Guard units will receive the most recently manufactured A-models.

Since Sept. 11, AH-64D spare parts are at the highest level of fill, and our intention is to continue improving. The goal of the Apache Project Office, in conjunction with the U.S. Army Aviation and Missile Command (AMCOM) community, is to insure that parts availability and reliability do not hamper those efforts. In light of this, we are well on the way to achieving our goals to complete the efforts for Reliability & Safety (R&S) fixes. All required contracts are scheduled to be in place by July. We have already begun initiating several of the identified R&S fixes for the A-model.

So, what are our initiatives? We will procure a total of 501 AH-64Ds. They will all have the R&S fixes, which include selected Task Force Hawk improvements, Modernized Target Acquisition Designation System/Pilot Night Vision System (MTADS/PNVS), focused recapitalization and airframe improvements, and

The AH-64 Apache is the lead platform for the Army's transformation plan and transition to the Objective Force.

the final 217 will be equipped with level one enhancements in multi-year II (MYII). We will retain 203 of the newest AH-64As. They will all have selected Task Force Hawk improvements, MTADS/PNVS, R&S fixes and focused recapitalization. The older remaining AH-64As will be divested, mostly through attrition.

All of these initiatives are currently scheduled and fully funded in the Army's POM, and there is much we plan to accomplish. First, we have made an all-out effort to define and award contracts for the major R&S items for the A- and D-model Apaches. We have identified 18, 19 and 27 for MYII, MYI, and the A-model respectively. At this time, the PM is in direct negotiation to complete contracts for the remaining few R&S items to be addressed.

The development of the MTADS/PNVS is on schedule. This will provide for a second-generation FLIR, significantly reduce O&S costs and address critical parts-obsolescence issues. Milestone — decision for production is on schedule for March 2003. The PMO has conducted analysis of the depot-level repairables and has produced a list of the top maintenance drivers. This list is referred to as "focused recap." The parts identified will be brought to rebuild status using current depot maintenance work requirements and will be available to the remanufacture line starting in fiscal year 2003. Those AH-64Ds that did not get focused recap applied on the remanufacture line will be forced retrofitted. A benefit to the remanufacture line is that the Apache airframe is reworked for an additional 4,500 hours of life.

The last 217 Longbow Apaches of MYII will receive level-one enhancements, which will be the catalyst for introduction of the Apache into the first and second digitized corps. These enhancements specifically improve situ-

Apache Modernization cont'd on page 24

The BLACK HAWK and FUTURE UTILITY HELICOPTER ENGINES

By COL William G. Lake, CPT Cliff Calhoun and Roger Olson

The UH-60 Black Hawk, the Army's workhorse utility helicopter for more than two decades, continues to evolve to meet the Army's changing needs. The UH-60A with T700-GE-700 engines and the UH-60L with T700-GE-701C engines — and, in the near future, the UH-60M with T700-GE-701D engines — each include propulsion enhancements, among other upgrades.

The first significant improvement in UH-60 engine performance grew out of competition.

When the Army needed to procure T700 engines for additional UH-60 production aircraft, General Electric (GE) capitalized on newer technologies to win the contract for an improved-performance engine. That winner was the 1,890 maximum rating shaft horsepower (SHP) T700-GE-701C engine. The -701C has better high-altitude and hot-weather performance and greater lifting capability than the -700. In 1989 the Army changed the Black Hawk's designation from UH-60A to UH-60L when the -700 engines were replaced by the -701C turboshaft engines and an improved durability gearbox was added. The UH-60L provides 1,890 maximum-rating SHP compared to 1,622 SHP on the UH-60A, while both models remain in service. A kit is available to upgrade the -700 to the -701C.

The -701C's advantages are also realized outside the Black Hawk community. The -701C engine is in service on the AH-64 Apache. A maritime variant of the -701C is in Navy service as the -401C. This commonality leads to overall reduction in per-unit cost for the Department of Defense, and will continue to be given strong consideration in the future.



Now where does the Black Hawk need to go? With our Army in transformation, our requirements are necessarily changing. The Directorate of Combat Developments at Fort Rucker, Ala., in cooperation with the Black Hawk Project Management Office at Redstone Arsenal, Ala., developed an Operational Requirements Document (ORD) for the UH-60M and a blocked upgrade to the M-model that is currently known as the Future Utility Rotorcraft (FUR). This ORD matured and was approved by the Joint Requirements Oversight Council in March 2001. The Black Hawk/FUR is now a key element in the Objective Force, as is the M-model Black Hawk.

One of the recommendations of the fleet study conducted in support of the ORD development was that, given the constraints of resource availability and engine technology, Army aviation should adopt an evolutionary, blocked approach to the modernization of the utility helicopter fleet. This approach, defined in terms of Block I and Block II, allows for incremental performance improvements.

For Block I, the Army will improve the current UH-60L and designate the new aircraft as the UH-60M. The existing fleet of UH-60As and UH-60Ls will be recapitalized and upgraded to the M configuration. This will include, among other improvements, the wide-chord rotor blade, an improved-performance engine, and an improved durability gearbox (already flying on the L-model).

For Block II, the FUR, the Army will develop a system to meet some aggressive performance parameters. The Block II key performance parameters call for advanced engine capabilities that are based on Advanced Technology demonstrator program goals (JTAGG).

In order to answer the need of the Block I helicopter performance requirements, the Army turned to the Component Improvement Program. The -701D engine is the product of that program. With RDT&E funding, the U.S. Army Aviation and Missile Command (AMCOM) Research Development and Engineering Center (RDEC), in cooperation with GE, has incorporated advances in engine technology derived from the civilian sector using largely FAA Certified components into the -701C engine, resulting in the -701D engine. For a slight increase in recurring cost and the same size and weight as the -701C, the -701D will provide about 4 percent more shaft horsepower and improved durability.

The UH-60M will feature the -701D engine. The objective for the -701D engine program is to modify the existing -700 and -701C engines to the -701D configuration to provide greater power and durability while retaining the basic characteristics of the current engine and maintaining external fit. Improvements will result in no maintenance changes for the field. The -701D is 99 percent common with the -701C — only 16 parts are unique. [See accompanying chart.]

Improvements incorporated in the -701D include:

- Gas Generator Rotor — Blades, blade dampers, short rotor bolts, nozzles, shroud support, shroud segments and seals, forward and aft cooling plates, and the interstage seal have upgraded materials that allow higher operating temperatures.
- Stage 3 Blade — Upgraded to a higher temperature material.

- Combustor Liner — Changed design and added thermal-barrier-coated liner to improve efficiency and durability.
- Stage 1 Nozzle — Upgraded to a higher-temperature material.
- Hydro-mechanical Unit — Redesigned fuel-control cam.
- Digital Electronic Control Unit — Changed register and bias.

Block II, the FUR, is envisioned as either a further, more significant, modification of the UH-60, or perhaps as an entirely new airframe. The Block II capability depends on the maturation of the Common Engine Program (CEP), an advanced-technology demonstration program currently planned with Science and Technology (S&T) funds. The CEP is necessary for the FUR to meet the Key Performance Parameter (KPP) threshold in the ORD. The KPP threshold external-lift requirement is to transport a 9,000 lbs. external load over a 135 km radius at 4,000 feet in 95-degree (F) environmental conditions.

In the wake of Sept. 11, now is the time to consider funds for the FUR in the POM and continue to enhance the Army's proud utility helicopter tradition.



COL William G. Lake is the Utility Helicopter project manager in the PEO, Aviation, at Redstone Arsenal, Ala. Also contributing to this article were CPT Cliff Calhoun, the UH-60M Logistics IPT at Redstone Arsenal, and Roger Olson, chief of the Systems Engineering Branch, Technical Management Division, for the Utility Helicopters PMO at Redstone Arsenal, Ala.

Apache Modernization cont'd from page 22

ational awareness. All R&S, focused recap, and selected TF Hawk initiatives that the AH-64A attains are similar to the AH-64D, except that the focused recap parts will be applied through attrition on the A models.

In short, we have a recapitalization program that is funded and executable within the Army's budget, and it has the approval of our senior leaders. It is a plan that makes sense and will make the Apache better than ever.

Lastly, I would like to discuss our mid- and long-term modernization objectives.

We must continue to improve the Apache to insure we maintain our superiority on the battlefield from now until we retire the very last Apache. To accomplish this, we plan to gain support for a continued block-modernization strategy that refreshes a significant portion of the fleet every five years. As part of this modernization effort, we will continue to seek ways in which to improve performance, survivability, situational awareness, reliability, reduce air transportability upload and download times, reduce the overall maintenance burden, reduce ownership costs and maintain architecture commonality. As we gain support and approval for this program, we shall define the details of our strategy.

With continued support from the field and our senior leaders, Apache will continue to be the dominant force on the battlefield and the world's best heavy attack helicopter.



COL Ralph G. Pallotta is the Apache attack helicopter project manager in the Program Executive office, Aviation, at Redstone Arsenal, Ala.

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Not Just Another "Black Hawk Down"

By SPC M. William Petersen

The release of the motion picture "Black Hawk Down" has made the struggle and sacrifices that occurred in Mogadishu, Somalia, on Oct. 3, 1993, almost common knowledge to Americans.

For CW3 Perry Alliman, the story of "Black Hawk Down" is only a fragment of a larger story, a story that ended before Oct. 3 with three American soldiers killed in action and two surviving a night of pain and terror.

Alliman was a UH-60 Black Hawk pilot in the 101st Aviation Regiment, based at Fort Campbell, Ky., but was attached to the 10th Mountain Division with "Team Courage" during the United Nations operations in Somalia.

During his time in Somalia, Alliman witnessed escalating violence in Mogadishu. Small-arms fire and mortar attacks were happening with increasing intensity.

The night of Sept. 25, Alliman and his crew were on routine patrols over Mogadishu when they stopped to refuel at an airfield. During their refueling, mortar fire started falling nearby. The aircraft and crew escaped without damage, but were unable to locate the mortar site and continued their patrol.

The intense heat of the fire and the danger that ammunition inside the aircraft would detonate thwarted Shrader's search.

Flying over Mogadishu at roughly 100 knots, someone came out on a rooftop less than 40 feet below the UH-60. The Somali fired a rocket-propelled grenade at the aircraft, hitting the compartment area. The interior of the helicopter instantly became an inferno.

"When it exploded, fire rolled over me and Dale Shrader," Alliman recalled. "SGT Eugene Williams tried to get out of his seat and over the center console. That was the last time we saw him. He didn't make it over the console."



CW3 Perry Alliman (left) and CW3 Dale Shrader (CW2s at the time this picture was taken) were Black Hawk pilots flying a reconnaissance mission over Mogadishu, Somalia, when they were shot down. Three crewmembers died in the crash and Alliman and Shrader barely escaped with their lives.

At the controls, Shrader and Alliman banked steeply to a hard landing on the aircraft's right side. The tail section separated from the aircraft as it hit.

"Once the aircraft stopped, I got out on my side. Dale fell while getting out and broke his arm when he hit the ground," Alliman said. The two pilots met in front of the aircraft, and Shrader returned to find the remaining crewmembers.

None of them had gotten out of the aircraft. The intense heat of the fire and the danger that ammunition inside the aircraft would detonate thwarted Shrader's search. Alliman and Shrader were forced to leave their destroyed aircraft and their fallen comrades behind.

PFC Matthew K. Anderson, the door gunner; SGT Ferdinand C. Richardson, an intelligence analyst who wanted to ride along to see the situation for himself; and SGT Eugene Williams, a dedicated soldier and Persian Gulf veteran, were killed in the crash. For Alliman, their untold stories are the greatest tragedy of that night in Somalia.

Shrader helped Alliman to a nearby alley and laid him on the ground in the shadows, then took a position on the opposite side of the alley. Shrader's radio was broken and Alliman's was lost in the crash. Shrader pulled out a signal light and started to signal for help, but was forced to bury the light when someone approached.

Two Somalis were coming through the alley with AK-47 rifles over their shoulders. With Alliman and Shrader only a few feet away in the shadows, the two Somalis walked past them.

In the skies above, another American aircraft spotted the inferno below and reported it, saying that there was no chance of survivors, Alliman said.

Pakistani forces sent out a ground rescue expedition, but the armored personnel carrier was attacked immediately. The first soldier to come out was shot, and the APC fled.

"They still didn't know we were alive, and we had no idea it was happening," said Alliman. "My hands were injured and my pistol was damaged, so I couldn't load it."

The Somalis came back and spotted Shrader hiding in the alley, and one Somali threw a grenade. Shrader reacted quickly, firing his entire magazine at the Somalis and then fleeing from the grenade. The first grenade failed to explode, but the Somali attackers threw more. The shrapnel from the grenades missed them, but they both received cuts from the debris.

The Somalis yelled for the two injured men to come out, threatening to kill them, but the enemy troops hesitated before entering the alley. Alliman attributed this to Shrader's rapid firing of his first magazine, which may have made the enemy assume that the Americans were heavily armed.

"One of them got brave and ran down the alley with his AK on automatic fire," said Alliman. "He was shooting right over our heads, but Dale shot him when he got past us."

Shrader fired his last rounds of ammunition, leaving the men unarmed and pinned down, but the death of the first Somali prevented any further acts of "bravery."

"It even got quiet for a little while, and we were out of bullets at that point," said Alliman. "Dale came over at that point and tried to comfort me, telling me, 'Perry ... John 3:16, John 3:16.' I was prepared to go into shock. He prayed with me."

As they prayed, a man came into the alley and said,



CW3 Perry Alliman was awarded the Purple Heart for the wounds he sustained in the crash.

"American boys, come." Shrader stood up and told the man he had a gun, but the man only pointed down the alleyway to an APC that was waiting for them.

The United Arab Emirates forces had sent a party on their own to investigate the crash. The men found the energy to run to the APC. Small arms fire broke out around them, but they managed to get inside safely.

Alliman and Shrader were taken to an aid station, then on to Germany the next morning.

Alliman spent six weeks in recovery and underwent five surgeries during that time. He was awarded the Purple Heart. Shrader was back on flight status in 90 days and was awarded the Distinguished Flying Cross and later the Silver Star.

According to Alliman, the rest of the crew was never fully recovered. Two empty caskets and one partially filled one were sent back to America. As a memorial, the 159th Avn. Bde. complex at Fort Campbell is named after Williams.

"These guys died in combat and nobody knows about it," said Alliman. "I told the guys that were with me, 'I don't want you to die for a footnote in history because that's all this will be.'"

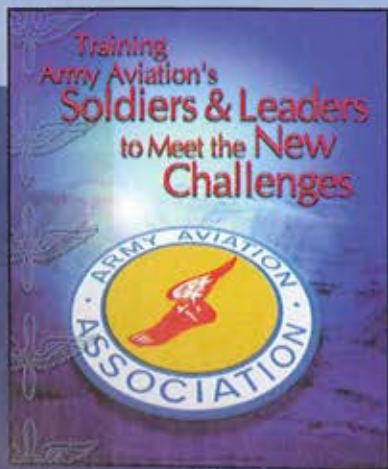
Somalia became more than a footnote to Alliman when his Black Hawk went down.

While many Americans sit and watch the events of Oct. 3 unfold with famous actors, dozens of other stories of combat and survival in Somalia have gone unheard. Some of the men who lived them are dead. Some survive to remember and to share those stories. This is only one.

(Editor's Note: Alliman is currently stationed at Fort Rucker as an instructor for the Aviation Warrant Officer Advanced Course. He lives with his wife of 20 years, Debbie, and his three children.)



SPC M. William Petersen is the sports editor for Fort Rucker's Army Flier newspaper.



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Is Safety Valuable to YOU and YOUR Organization?

By CW3 Jon Sturnick

Aviation operations involve inherently higher risk (higher probability of accidents and more severe consequences) than most ground operations. Historically, when deployed to combat theaters, U.S. Army aviation has suffered more losses to accidents than to enemy action.

Aviation accidents in combat are typically the same type experienced in peacetime. Because of this, commanders of units involved in aviation operations must emphasize the safety component of protecting the force.

Military and civilian company safety managers and supervisors, at all levels, must comply with all Federal, State and local policies regarding the aviation safety component for protecting the force or assets and employees. Commanders will (and civilian companies should consider), among other things:

- Ensure that safety is a principal element in all aviation operations.
- Apply risk-management procedures in each phase of the training-management cycle to identify hazardous conditions and correct shortcomings responsible for these conditions.

This is a fluidly moving, dynamic, and difficult task for a safety manager or supervisor at any level to truly accomplish effectively day in and day out. As a supervisor, where do your responsibilities actually begin, and end?

Making Safety Systems Effective

As a safety officer, I am often asked by commanders, concerned aviators and NCOs how to actually make effective improvements in safety programs and cultural alignment. Established system safety techniques and methodologies integrated with proactive and complete risk-management principles combined with behavior-based safety techniques and methodologies is my resounding answer.

System safety is essentially risk management. Risk management and system safety apply behavioral science to their respective processes. Humans are the weak link in all three facets of an effective safety program.

Managing the Human Element

The U.S. Army Safety Center's Small Unit Risk Management Booklet lists sources of causal factors for accidents as:

- individual, 48 percent;
- leader, 18 percent;
- training, 18 percent;
- standards, 8 percent; and
- support, 8 percent.

Each of these source factors is directly linked to human failures at some point in the accident chain of events. Moreover, human error amounts to a consistent 80 percent of all accidents. Environment only accounts for 15 percent and material encompasses a mere 5 percent. What is the real enemy? Clearly finding root causes that lie intertwined in the human element and counteracting them should be our plan of attack.

Maybe we can educate employees better or continue to push awareness at every level, ensuring safer employees and thereby reducing events. Maybe if we work really hard from a macro perspective we can design-out all of the hazards and correct negative cultural influences toward safety as a whole. Historically, each of these methods has been tried many

Commanders of units involved in aviation operations must emphasize the safety component of protecting the force.

times and failed to achieve continuous improvement in safety performance. However, these methods — combined with behavior-based safety techniques and methodologies — can make significant advancements in achieving continuous improvement in safety performance almost immediately.

Intelligence and common sense are distinct individual qualities that are difficult to measure. Many experienced aviators — and some experienced safety managers — say that "safety is nothing more than common sense." Common sense, as defined by Webster, is "the unreflective opinions of ordinary people."

Surely we do not expect our safety managers and supervisors to conduct the gigantic task of safety simply based on common sense? What is common knowledge to one person may not be in another's bag of experiences to draw from; life experiences are precisely how we humans react and relate to the world around us.

All humans care about safety, and aviators are humans that will make mistakes. The Army's Instructor Pilot Handbook is almost identical to the Federal Aviation Administration's handbook. This handbook describes how people learn

through perceptions, insights and motivation. Some of the factors affecting learning are goals and values, and basic needs. Under these basic needs are self-fulfilling values set in this order: physical needs such as food and water; personal safety; social needs; and egoistic needs leading to self-fulfillment. As a knowledge base, one may postulate these basic needs to be a key axiom to control the frequency and severity of events.

Education is critical leading to better awareness of what to watch for, how to accomplish a given task, what the standard is, and offers techniques of how to best accomplish a task or standard. Standards management is a huge part of our business...

Society finds it easy to blame individuals. Blaming an individual for an accident is a simplistic approach that is cost effective, less time consuming and has seemingly immediate results for consequences of actions. Society finds comfort in the action-consequence sequence. However, the root cause is usually much more complicated.

As an effective way to monitor and manage each of your company's safety processes, I offer the Army's Five-Step Risk Management Process:

- 1) Identify hazards.
- 2) Assess hazards to determine risks.
- 3) Develop controls and make risk decisions.
- 4) Implement controls.
- 5) Supervise and evaluate.

I use the acronym **IAMIS** (Identify; Assess; Make controls/decisions; Implement; Supervise), and the phrase, "**I am in safety**" as memory aids for pilots to use to quickly assess situations that call on their own decision-making processes.

Hazard analysis and tracking should be analyzed with the goal of finding the hazard's root causes. Hazards should be translated into risk levels or risk-assessment codes (RAC) (low-moderate, high and extremely high) by prioritizing how they occur and describing cause and effect. These processes should be used to develop and recommend control options that eliminate unnecessary hazards and their root causes, or reduce residual risk to an acceptable level consistent with mission accomplishment.

Using system safety techniques, risk management and behavior-based safety techniques and methodologies are active and effective countermeasures that produce measurable continuous improvement in safety performance.

Concentrating on standards, monitoring standards, reviewing standards for necessary changes, by-the-book maintenance, or choosing the right supervisor for a given position or task are fundamental techniques that the Army

and private industry have used for decades. Concentrating on the fundamentals works for professional sports teams and certainly will work both from a macro micro perspective in your organization.

We know that accidents have a root cause, and that we must distill these root causes and effect proper and timely countermeasures to ensure emplacement of a viable, proactive safety program that is continually reviewed for deficiencies and improvements. We often rely on too narrow an approach to safety performance because our collective mindset — driven by our culture and management climates — dictates that training and accomplishing the mission are our number one goal.

Why is it then that we continue to lose aviators in similar accidents year after year? A really bad year in safety performance could dismantle a company's operations or, at least, initiate major modifications. In the midst of these accidents, we continue to train and accomplish goals while we have an increased vigilance and value for safety in mission accomplishment. We continue to make education and awareness an important part of our safety programs. Many programs, in fact, rely almost entirely on this facet of safety control.

Money will continue to play a role in system safety and engineering controls. During remote operations training and mission conduct we may, at times, be forced to deal with austere conditions that actually prevent macro system changes that improve safety conditions. We know that all humans value safety, including managers, supervisors and young aviators.

So, the answer to actually making safety valuable to you and your organization and improving your bottom line is simple. It lies in safety performance that actually increases productivity, resulting in greater profit margins and company viability as a reliable support resource.

Consequently, your presence as a manager or supervisor at all training influences employees in a positive manner. This in turn gives meaning, value, belonging, self-worth, and a sense of accomplishment to support personnel, aviators and maintainers who care about safety and want to produce the best product possible.

Following the tenets and using the tools described in this article will increase safety performance in your organization. Research shows that without the necessary tools and backing, their performance will lag and so will mission performance.



CW3 Jon Sturnick is the safety officer for the Hawaii-based 25th Infantry Division's 3rd Squadron, 4th Cavalry.

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WINDJAMMERS —

World Class Instructors

By CPT Joel Aoki and CW3 Arthur Johanson

At Knox Army Heliport on Fort Rucker, Ala., some 75 soldiers of Company B, 1st Battalion, 223rd Aviation Regiment, are helping to produce the world's finest CH-47 Chinook aviators, instructor pilots and flight-engineer instructors. We're referring, of course, to the men and women of the CH-47D Aircraft Qualification Course (AQC), Instructor Pilot Course (IPC), and Flight Engineer Instructor Course (FEIC). The "Windjammers" of Co. B are a one-of-a-kind organization with a unique, "no-fail" mission.

ORGANIZATION

Co. B is commanded by a captain. The Table of Distribution and Allowances (TDA) authorizes six CW4 positions — five flight leader (platoon leader) positions and one instructor-pilot position. The unit is also authorized 18 CW3 instructor pilot (IP) positions, and three positions for GS-13 Department of the Army civilian (DAC) flight instructors. Although the TDA authorizes numerous senior warrant officers, we frequently have CW2s assigned to the unit. Fortunately, the majority of the officers assigned have prior instructor experience. There are also two allied forces officers who serve as IPs when not performing liaison duties.

On the enlisted side of the house, the

unit again is unique in its composition. The TDA authorizes a first sergeant, seven sergeants first class, 38 staff sergeants and two sergeants. Of the 38 staff sergeants, we are authorized five flight-engineer instructors, who hold the additional skill identifier of N1. The only soldier that is not a noncommissioned officer (NCO) is the specialist (MOS 93P) who works in operations.

Our mission is to train students, not perform maintenance. Our maintenance support is therefore provided through contracted services with DynCorp. The unit thus has no need for soldiers without flight experience.

Anyone familiar with the CH-47D is aware of the relationship between rated and nonrated crewmembers. We are teaching and evaluating maneuvers based on the standards established in the aircrew training manual. Our non-rated crewmembers are vital, in that they provide guidance to the student pilots with regard to aircraft position and altitude during hovering, slope and external-load operations. Our nonrated crewmembers also assist in preflight and emergency-procedure training.

COURSES OF INSTRUCTION

The four courses Co. B instructors teach are CH-47D AQC, IPC, FEIC

and Methods of Instruction (MOI). MOI is the IPC for instructors who are remaining at Fort Rucker. IPC and MOI are very similar, the difference being that MOI students are focused specifically on working with AQC students. Although all the courses have an approved program of instruction (POI) and associated flight training guide (FTG), we review each POI annually to make necessary changes. We are currently updating the POI and FTG in both the AQC and IPC.

As technology, flight time and experience levels change, the courses we teach must also change. We recently reviewed the POI for the AQC and made several changes. We added instrument-flight tasks to stage I, allowing instructors to conduct practice approaches with AQC students, whereas in the past this training was limited to stage II. We also removed the AN/ASN-128 Doppler instruction.



Students should not see this version of the Doppler in the field, regardless of their component.

We are still working on the integration of the 714A engines into academics and the flight requirements for qualification. In September 2001, our instructor pilots and flight engineers received formal training from CW4 Calvin Lane on the 714A engine. He also qualified several of our standardization pilots, so that the unit could begin the "train-the-trainer" process. We anticipate being prepared to qualify students by January 2002. Our constant goal is to anticipate changes and adapt our courses, thereby producing better aviators for the field.

The IPC also has the potential for change. One of the problems we face is dealing with students who do not meet the prerequisites per AR 95-1. In particular, we are receiving students with less than 50 hours of pilot-in-command time, or less than 250 hours in the aircraft. As a result, we often find ourselves spending more time teaching students either how to fly, or how the aircraft operates. The trade-off is that we cannot focus on how to conduct instruction.

POTENTIAL CHANGES

We are currently looking at adjusting what is being taught and the amount of training conducted in day, night and night-vision goggle environments. In particular, we are trying to incorporate more instruction on forms and records, and interpretation of the various TCs.

With regard to the flight environments, we want to add instruction without lengthening the course. We are looking at what flight time, if any, could be moved or eliminated. We are also looking at conducting instruction



on the operation of the 2B31 visual flight simulator. The bottom line, though, is that we will not make changes without input from the field. Our two most important feedback mechanisms are the constant rotation of our people to and from operational units, and input received from end-of-course critiques.

UNIQUE PERSONNEL

Our unique mission requires unique IPs who must be prepared to operate "single pilot." Students at times react improperly to emergency situations or attempt to maneuver the aircraft outside of prescribed limitations. The IP must be confident enough to allow the student to attempt to correct the situation, and yet knowledgeable enough to know when to take the controls.

Our IPs must also remain focused in spite of the repetitive nature of training. It is easy to become complacent on the 10th traffic pattern of the day; however, that is exactly when the student will do something unexpected. Finally, our IPs must present themselves as professionals. Many of our students are junior officers, so our instructor pilots not only train students on the aircraft, they also often serve as mentors and role models.

We look for the exact same qualities in our flight engineers as we do in our IPs. Our flight engineers fly by themselves during day operations. Similar-

ly, our flight engineers must maintain their composure while students work through emergencies and the various flight maneuvers requiring flight-engineer assistance. Our flight engineers also demonstrate the relationship and crew coordination between rated and nonrated crewmembers that is necessary to successfully operate the CH-47D in all flight environments.

The best example of the level of professionalism we expect from our flight engineers can be seen in the FEIC. Our FEIC instructors not only teach flight-engineer students, they also provide instruction for IPC and AQC students. In addition, they conduct readiness-level training for assigned nonrated crewmembers and augment the Directorate of Evaluation and Standardization.

CONTINUING TO EXCEL

In spite of manning and equipment challenges, Co. B continues to provide the world's greatest military with the world's greatest aviators and instructors. Failure is not an option.

At the same time, we are constantly trying to develop new and improved methods of instruction. Although we solicit feedback from students at the end of each course, we also need input from the field. We ask commanders, standardization instructor pilots and standardization flight engineer instructors to send us "the good, the bad, and the ugly" with regard to the graduates we provide to them. We never forget that we are here to support you and your needs. Let us know how to improve.



CPT Joel Aoki is commander of Co. B, 1st Bn., 223rd Avn. Regt. CW3 Arthur Johanson is the company standardization instructor pilot.

Comanche cont'd from page 10

generation forward-looking infrared (FLIR), and advanced weapon and targeting systems.

Comanche's architecture provides significant opportunities for capability growth without corresponding increases to aircraft weight. The aircraft design will leverage lighter-weight and higher-performing technologies, which will increase Comanche's performance envelope over time. Blocking strategies will provide our future platforms more

opportunity to decrease system weight as this technology becomes available.

Over the next several months the Army and the DOD staff will provide approval for the restructured program, which for the first time will set in motion a program plan that can be executed as fast as possible with a high degree of confidence. This change marks the sixth time the Comanche program has been restructured since 1991. Although arguably necessary to keep the program viable, these past restructurings have not helped to accelerate the fielding of this

outstanding system.

Fielding Comanche is about getting capability to the warfighters when they need it. With these changes and improvements across the program, our aviators and soldiers can be assured they'll begin Comanche training before the end of 2006 and fighting in the first Objective Force weapons system soon after.



COL Robert P. Birmingham is the Comanche Program Manager, Redstone Arsenal, Ala.

Head of the Class

For those with realistic expectations, jobs in education can be rewarding

As a college president and retired Army officer, I enjoy helping fellow officers seek second careers in higher education. Hardly a month goes by that I don't hear from someone asking for advice — or a good lead — in finding a job at a college or university.

It's a natural trend. Most officers are college graduates, and many have advanced degrees. Seen from the outside, college life is attractive: You have a pleasant work environment, make a decent salary, and deal with intelligent, goal-oriented people.

The reality of college life isn't quite so utopian, but it can be a rewarding second career if you are realistic about your qualifications and know something about the industry. For example, colleges have different hiring practices. Ivy League schools and major state universities tend to hire new Ph.D.s or national figures who can attract students and grant money, while many small liberal arts colleges and community colleges welcome applicants with a master's degree and years of experience.

As a retired military officer, you bring great value to higher education. You know how to lead, have a great work ethic, and can handle stress. Your planning skills can help an institution prepare for the future. And, if you've commanded soldiers, you will find your military leadership skills can be useful to motivate students, who always need good role models.

There are some differences to this type of job search:

- ✓ Networking may not be as effective as it is in other industries. While you may be hired into a non-teaching staff position by calling or visiting friends, it won't help you become a faculty member or a vice president.

- ✓ There often is a long lead time between the announcement of a position and the actual start date. Colleges spend six months to a year selecting a president or vice president; many faculty appointments take that long, too.

- ✓ Unsolicited, generic resumes aren't effective. Rather, check out trade journals for openings and send a tailored resume. As in any job search, research helps. Learn about a college before you apply.

- ✓ Hiring can take a long time. Colleges receive hundreds of applications for every faculty position in the humanities, social sciences, and some business disciplines. If you have credentials to teach science, engineering, or math, your chances improve. Although staff positions don't always require a doctoral degree, the right education can count as much as experience.

- ✓ Some faculty members, staff, and members of the board of trustees are wary of "military thinking." They worry that military leaders are accustomed to issuing orders and obtaining instant obedience. Colleges practice a system of shared governance in which many groups provide input for making important decisions.

If a faculty position doesn't work out, keep other staff positions in mind. There is always a need for mid-level staff positions such as business managers, student-life directors, food-service managers, and facilities engineers. Most state-supported institutions report to larger governing organizations that hire staff for long-range planning, budgeting, and facilities management.

Regardless of what you're hired to — facilities maintenance, student relations, business or finance management, or teaching — you will be an integral part of a quality campus atmosphere.

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Fort Rucker AMLD Realigns

By Amber Sasso

The Aviation Logistics Management Division at Fort Rucker, Ala., was realigned Feb. 1 under the Aviation Training Brigade. This realignment was the first step in preparing the post for its transition to central installation management, which will be effective Armywide by Oct. 1.

The ALMD provides oversight for the Army's largest aviation contract (worth more than \$100 million, with roughly 3,000 DynCorp employees) and therefore needed to be kept under the control of Fort Rucker commander MG John Curran, which is why it was realigned, said ALMD chief LTC Catherine Utnik.

"Where General Curran is responsible for flight training, he needs to have command and control over ALMD, which supplies all of his flight maintenance support," Utnik said.

Under this new concept of Centralized Installation Management (CIM), the major Army commands will no longer be the sole management authority for installations, said MG Robert Van Antwerp, the Army's assistant chief of staff for installation management.

Instead, the hierarchy for installation management will begin with his office at the Pentagon, Van Antwerp said. The next level will be a regional installation director, who will be assigned 20 to 26 installations to manage. Garrison commanders will then take their command, control and funding directly from the regional offices.

Fort Rucker's new installation manager will be based out of Atlanta, Ga., Utnik said.

The main intent of this reorganization, Van Antwerp said, is to improve the quality of life for soldiers and their families and save money at the same time. He believes installations have been under-funded for years, resulting in maintenance and repairs consistently not being done to facilities and Army housing.

"Under the new structure, funds at the garrison level will be fenced and base operations funds will be used for base operations services and repairs," Van Antwerp said. "There will be no migration of funds, and the flow of funds will be consistent and more standardized."

Once the structure is implemented, soldiers should see a higher level of service in family programs, recreational services and maintenance of facilities, he added.

One of the benefits this centralized program offers is the opportunity to save the Army money. By centralizing its structure, it has the option to buy utilities in bulk by contracting one company to service a whole region.

Although command is being centralized under the regional installation offices, both major command (MACOM) and garrison commanders will still play a role in the happenings of their installations, Van Antwerp said.

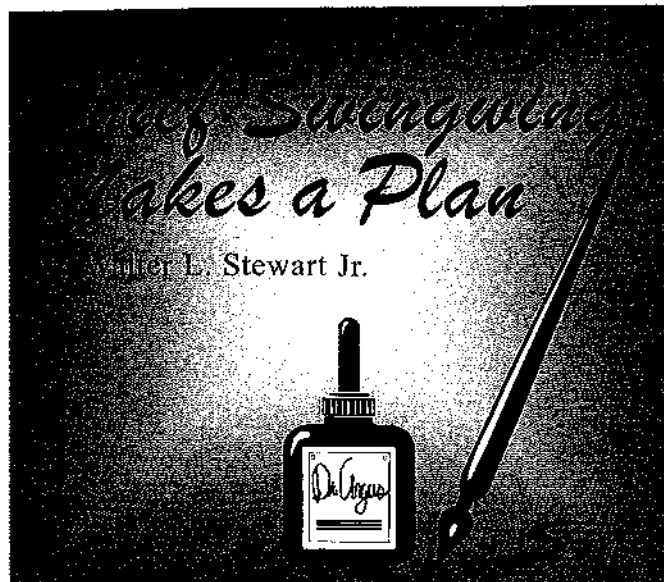
"MACOM commanders are still going to be very concerned about their soldiers. So they're going to play in the process of what we build on their installations," he said. "What they won't have is the ability to move the funds around that were intended for the installation, because those funds will be 'fenced.'"

"Garrison commanders will have more authority over funding, resources and their people. There won't be as many loopholes at levels above the garrison, which will cause more funds to be available at the garrison level," Van Antwerp said.

Since CIM is still in its early stages, it's too soon to see the types of changes the new structure will have on individual installations and the soldiers who reside within them, he added.



Amber Sasso is a staff writer for Fort Rucker's Army Flier newspaper.



Dear Chief Swingwing:

Thank you for your report and for doing your part of the plan. I understand the Cobras you took out there are in pretty good shape. Maybe we can sell them. The Cobra sure is a beauty. That must explain why the Marines are keeping theirs.

I know that you National Guard aviators are concerned about your readiness. Now might be the time to think about switching to trucks or something like that. But Chief, if you stay with aviation, never fear. I have made arrangements for you to pick up an OH-58A while you are at the bone yard. Once you get it back to your unit, you can all take turns flying it. My staff tells me that you flew the OH-58A in Vietnam. I hope you remember how to fly it. If you don't, the Army can't help because the few people they have who know anything about that aircraft are all occupied.

The briefers told me that it might not be a bad idea to have a smaller and cheaper utility helicopter in addition to the UH-60. Aren't we getting rid of the Hueys? Seems that the Black Hawk is overkill for carrying just a few people or a few supplies, and they're expending thousands of high-cost flying hours doing just that. Then, on their way out the door, they drop it on me that fielding new aircraft to you National Guard guys will incur hundreds of millions of dollars in retraining cost that they hadn't projected. I have to find out if the smart people who worked this modernization plan are still on the payroll.

Swingwing, trust me, help is on the way.

Your President,
Calvin Coolidge

Second Exchange

Dear President Coolidge:

Thanks for that quick reply.

The mechanics here at the bone yard tell me that they are having a tough time finding an OH-58 that will start, let alone fly. I guess that's to be expected. They're in worse shape than the aircraft I dropped off. I guess the good stuff was all sold.

A few years ago I went along with my battalion staff to Fort Leavenworth to play one of those computerized games, something like Nintendo, only better. The name of this one was "Battle Command Training Program." We were operating twenty-four hours a day and there just weren't enough staff people to cover the hours.

The smart people that put that wargame together did a great job. Some of their algorithms were "rock math," the kind of stuff that even an Army aviator could understand. As I remember, they did something like assign an Apache battalion a combat power factor of three, and a Cobra battalion a combat power factor of two. All the rest of the units got numbers as well, including the enemy. When the unfortunate enemy tank battalion, pulling down a combat power factor of one, met our Cobra battalion of two, those tanks were history.

The point I'm trying to make here is that when the Army took away my Cobras without replacing them with Apaches, the nation just lost two points from that big combat-power computation that's kept over at the Pentagon. That might not seem like much, but there's a lot of aviation out here in the Guard and most of it will soon be gone. But it doesn't have to be.

One thing I was real happy about when playing that wargame was that it confirmed the need for crew rest. For years I've been telling my commanders that I couldn't fly that mission because I needed rest, and here was the truth being pumped out in war-game electrons.

This is the key to solving the combat power loss problem. On my night shift I had aircraft available, and I had targets, but I couldn't launch because I didn't have crews. The boys were in the rack resting up from a tough day. One of these days maybe we'll have robots that don't need rest,

What a difference time and resources can make in the life of a modernization plan. Only a few months ago the "2000 Army Aviation Modernization Plan" was heralded as the "good news" that would carry Army aviation into the future. Now the plan is "not so good" news, particularly for the helicopter units of the Army National Guard.

Today's Army National Guard aviation is in a flat spin brought on by an overly ambitious modernization plan that ran out of fuel even before it got to altitude. The battle-proven AH-1 Cobra and the faithful and affordable UH-1 "Huey" are perfectly able to perform all but a very few of Army aviation's combat missions, and for many of those missions these so-called "legacy" aircraft are better suited than the AH-64 Apache and the UH-60 Black Hawk.

Calvin Coolidge, 30th president of the United States, is credited by Army aviators with having once proposed an Army Air Corps training plan based on the provision of one aircraft that the pilots would all take turns flying. Coolidge's quip, if true, was undoubtedly made in the sense of the dry humor of his Yankee nature. It was also prescient. Taking turns flying a few aircraft is where we will soon find much of Army National Guard aviation. Let's examine how the "frugal 30th" might deal with the current state of Army aviation modernization.

First Exchange

Dear President Coolidge:

This is Chief Warrant Officer Swingwing writing to you from the aircraft bone yard. I just delivered the last of our attack battalion Cobras for mothballing and was just wondering when the boys and me would see the first of those Apaches and Black Hawks the Army modernization plan promised? Some of these Guard guys keep saying that the plan was classic bait and switch — promise the new stuff and then when the time comes to deliver, wham! Guess what, "no money." We're keeping our ears open, but we're not hearing the noise of those four-bladers inbound.

I know I'll get into trouble for writing you direct, but that's OK. Without aircraft, I'm on my way out anyway.

Respectfully,
Mr. Swingwing

but in the mean time we have men and machines, and with reliability improvements there is a growing mismatch in the amount of time a machine can run in a day and the amount of time a human can run in a day. Take that Apache battalion algorithm of three, double the amount of time the battalion can operate in a day, and we have an algorithm of six, more than enough to make up for the loss of my Cobra battalion, and we haven't even added one additional aircraft. This same doubling could apply to every other type of Army aviation unit.

Sincerely,
Mr. Swingwing

Dear Chief:

Thanks for bringing all this to my attention. If I hadn't heard it from you, I don't think I would have heard it from anybody. The national interests aside, Army National Guard aviation was the only potential loser if the plan came up short, and this plan has come up short. I can't explain why I'm not hearing about it from your Guard leaders. Usually, it takes about a nanosecond for the adjutants general to get fired up; then they fire up the governors and the congress, and all hell breaks loose.

Personally, I think the debate on this plan was cut off way too soon. This is not hard to figure. If you want to end discussion in the military, just throw something out there like "I want everyone to understand that our senior leadership, our Army and Congress acknowledge this as a good news story." What career-minded individual wants to speak up after that?

I often wish that I could sit out there in the Congress or over at the Pentagon and worry only about my little area of interest. But my area is the big one — the national interests — and you have set me to thinking. I guess what you are suggesting is that we take Guard units like yours, merge them into similar active units, and create "super units" with twice the daily operating capability — match man time to machine time. This idea appeals to the Yankee in me.

Your President,
Calvin

Third Exchange

Dear President Coolidge:

You guessed right on the merged "super units." Just think, cover the Guard aircraft losses without a degradation of combat power, and without the need for a massive and unaffordable "new-new-plan." We can toss that "2000 Modernization Plan" in the file of dead plans.

The more I think about that plan, the madder I get. I wouldn't wish those multi-functional battalions on Saddam Hussein. Picture the "multi" battalion commander with a mission to fly the commanding general and one to launch attack helicopters on a deep attack. Which one do you think will be getting the most attention?

When I joined the Army, drill sergeants used to accuse us recruits of milling around in circles playing a game they called "switch." That's what this modernization plan has done, the whole Army aviation community is milling around in circles playing switch. This has got to be fixed.

We can merge these units starting tomorrow. We'll have a night crew and a day crew. The improved mechanic-to-aircraft density will support the increased per-airframe flying hours. When the reserve half of the battalion is mobilized, the excess leadership will slide off to form new units, or support the schools and the command and staff needs of other organizations. At other times the active battalion can look to the reserve half for volun-

teers for Bosnia and places like that, and I'm sure they'll get plenty of help because we always have guys out of work or looking for adventure.

It's a win-win for everybody and, as a bonus, we get all those good things we want for Army aviation modernization: cut to four types of helicopters, active and reserve units with the same equipment, and money left over for the Future Transport Rotorcraft.

Maybe the next time that someone wants to stand up and talk about an aviation modernization plan, they should say something like this: "The President of the United States and Chief Warrant Officer Swingwing acknowledge this as good news." That will get their attention! I'll bet the big guys in the front row will swallow their bubble gum.

Your friend and constituent,
Chief Swingwing

Dear Swing,

Swingwing, I like your ideas, but I know that I will have one tough fight with the Army. I am sure they will stick on that retraining bill and make a big complaint about sharing aircraft with the Guard. What do you think?

Your friend,
Calvin

Fourth Exchange

Dear Cal:

How could the Army complain about sharing equipment? It wouldn't be shared equipment. It would be equipment belonging to the same unit — a super unit. And, most important, it gets that combat power back for the nation.

If need be, we pump-up the super units with a few more aircraft. For example, in an attack battalion, six more Apaches, for a total of 30 — 15 to the active and 15 to the reserve — which makes a combat power factor of six plus, instead of three. For training, because they have more time, the actives could focus on that tough night mission; my guys could take the day stuff. We'd have the entire spectrum covered with go-to-war heroes from day one. This Army is an "Army of One" team, and this is a team solution.

New equipment training for the Guard is easy, and it's affordable. Our Guard mechanics average far more years of maintenance experience than the active guys. They're fast learners. For pilot training, let's go back to the future. Years ago our unit flight instructors did local qualification training for fixed-wing-only military pilots into our helicopters, and helicopter-to-helicopter transitions as well. We put Army scout pilots just back from Vietnam into multi-engine cargo birds in 30 days or less, and not that many more flying hours. Other than the extra training we always had to give the Air Force pilots, these programs worked fine, and we can do it again. And many of our pilots are already qualified in the Apache and the Black Hawk, having flown these aircraft on active duty.

The big-ticket item in Army aviation is human resources. Once the human skills of these Guard units are gone — and let's face it, with this plan, they soon will be — the nation won't get them back at any price.

Your buddy,
Swing



MG Walter L. Stewart Jr. (Ret.) enlisted in the Army in 1966, served as an aviator in Vietnam with the 13th Combat Aviation Battalion, and rose to command the Pennsylvania Army National Guard's 28th Infantry Division before his retirement in March 2001.

Associations Lobby House for Concurrent Receipt

In a series of coordinated visits to Capitol Hill on Feb. 14, teams of representatives from The Military Coalition (TMC) and the DAV, AMVETS and NAUS pressed House Budget Committee members to allocate concurrent receipt funding in the fiscal year 2003 Budget Resolution. Committee members have an opportunity this year to end the century-old law that forces disabled military retirees to fund their own veterans' disability compensation from their earned military retired pay. With 86 percent of House members supporting concurrent receipt legislation, including 37 of 41 on the Budget Committee, many might expect that earmarking enabling funds in the FY 2003 budget resolution would be automatic, but unfortunately that's not necessarily the case.

When the Bush Administration failed to identify funding in its proposed budget for the next fiscal year, the action was passed back to Congress and the Budget Committees, which allocate funding estimates for all 13 federal budget submissions, which are later addressed in the actual appropriations process. As a result of last year's bill, Department of Defense (DOD) officials intend this year to assess whether career military retirees with disabilities are compensated properly.

Congress passed a resolution last year asking the Pentagon to again study the law that requires military retired pay to be reduced, dollar-for-dollar, by the amount of tax-free compensation a retiree draws from the Department of Veterans Affairs (VA). The report is due to the Pentagon this month.

At the time of the Hill visits, perennial concurrent-receipt champion Rep. Michael Bilirakis was testifying before the Budget Committee, expressing his strong support for the cause he has championed for more than 17 years. Calling on Budget Committee members, Bilirakis said, "Indeed, a number of our brave servicemen and women have already sustained serious injuries while fighting our war against terrorism. How can we possibly expect to maintain a viable national defense if service members realize that if they have a service-connected disability, they cannot receive both VA disability compensation and military retired pay?"

Concurrent-Receipt Issue on the Air

NBC aired its third report on concurrent receipt on "NBC Nightly News with Tom Brokaw" on Jan. 31. Brokaw said that the two earlier stories on the issue had received the largest national viewer response of any story covered in many years. The report said that disabled military retirees believe they have been "fleeced" by their government's requirement that they give up a dollar of their earned military retired pay for each disability dollar they receive from the VA.

The report pointed out the different treatment between retired veterans and federal annuitants; the latter are permitted to draw their federal retired pay concurrently with VA disability compensation. If service members who went on to complete a full military career had instead completed a career in another branch of the federal government (such as the Post Office or the IRS, for instance) their retirement pay and disability pay would remain untouched. NBC News reported on the retired veterans' plight twice last year.

TMC and The Retired Officers Association (TROA) applaud NBC News, Tom Brokaw and reporter Fred Francis for continuing to cover the concurrent-receipt issue. TMC and our partners in TROA and other veterans' groups will continue urging funding for concurrent receipt as one of the top priorities for 2002.

VA Budget Proposes \$1,500 Deductible for Low-Priority Veterans

The Bush Administration's 2003 budget for VA health care proposes that Congress authorize a \$1,500 annual deductible on veterans enrolled in the lowest category (Priority Group 7, or PG-7) for VA health care.

The proposal came as a surprise, since VA Secretary Tony Principi had announced in late November 2001 that the White House had agreed to continue accepting all honorably discharged veterans for VA health care under an "open enrollment" policy begun three years ago. In fact, Principi simultaneously announced that such beneficiaries' outpatient copayments for non-service-connected care would be lowered significantly (from around \$50 to \$15 per visit), effective Dec. 1, 2001.

The full details of the Bush Administration's proposal are not yet known, but the out-of-pocket impact on some PG-7 veterans could be substantial, especially for those with no other health insurance. Some 1.7 million veterans are presently enrolled in PG-7 (they have no VA-rated disabilities, or non-compensable, zero-percent rated disabilities and have incomes above the VA "means test" level of \$24,000).

Under the Administration-proposed plan, PG-7 veterans would have to pay up to a \$1,500 annual deductible at a rate of 45 percent of VA's reasonable charges for each episode of care. Normal inpatient and outpatient copayments would kick in after the deductible was met. Drug copays (\$7 for a 30-day supply) would remain unchanged and would not count against the deductible. Any other health insurance held by a PG-7 veteran would be billed by the VA for the deductible.

What's wrong with an annual deductible of \$1,500? For more than three years, the VA has aggressively recruited PG-7 veterans into VA health care and they now make up 22 percent of total enrollees. The VA has used this group to justify increased healthcare budgets; build hundreds of new community-based out-patient clinics and preserve aging infrastructure.



LEGISLATIVE REPORT

COL Sylvester C. Berdix Jr. (Ret.)

AAAA Representative to The Military Coalition (TMC)

Now a victim of its own previous initiatives, it is contradictory to change the rules so abruptly — especially after just recently lowering outpatient copays for this group — and impose such a high tax on the very group that helped contribute to VA's improvements in healthcare delivery. Rep. Chris Smith (R-NJ), the chairman of the House Veterans Affairs Committee, blasted the proposal in a hearing on the VA budget for FY 2003 before his committee, saying: "Congress should not endorse a policy designed to discourage veterans from obtaining health care from the VA ... this proposal is a non-starter and I will oppose it." TROA agrees.

Instead of imposing annual deductibles, the Bush Administration should instead ask for sufficient funds for all veterans enrolled in VA health care. Congress should also authorize a test of the feasibility of allowing Medicare funds for Medicare-eligible PG-7 veterans, since about 58 percent in the category are Medicare-eligible. After all, they paid into Medicare during their entire working lives and should not be taxed again by their government for using earned VA health-care benefits.

TFL Claims May Be Rejected If ID Cards Expired

Medicare-eligible family members and survivors age 65 and over who want to use TRICARE For Life (TFL) and do not possess a valid ID card will need to obtain one from their local Realtime Automated Personnel Identification System (RAPIDS) ID card facility. DOD leaders acknowledge that many older spouses and widows never before had much incentive to renew their cards if they didn't use on-base hospitals, commissaries, etc. So DOD will process and pay these beneficiaries' claims until July 2002, to allow time to get their ID cards renewed and avoid a break in TFL eligibility.

The nearest RAPIDS ID card facility can be found on the World Wide Web at www.dmdc.osd.mil/rsi. For questions regarding your Defense Enrollment Eligibility Reporting Systems (DEERS) record, contact the Defense Manpower Data Center (DMDC) Support Office (DSO) toll-free at (800) 538-9552. You can also obtain the address and telephone number of the nearest military installation by contacting the DMDC Support Office at the above number or via the toll-free TFL telephone number, (888) DOD-LIFE [(888) 363-5433].

LTC Choices Will Be Limited in Early Enrollment

Military personnel, retirees and certain family members will have an early enrollment opportunity for long-term care (LTC) coverage starting March 25 and running through May 15, the Office of Personnel Management has announced. OPM continues to stress that early enrollment is only for those who have decided they want the coverage right away and don't want to wait for the upcoming formal educational period. For those willing to wait, there will be an open season running July 1 through Dec. 31, with staggered 60-day enrollment periods within the open season. OPM says it will release more information about the enrollment procedures soon.

Although the enrollment dates have been set and the carrier has been chosen in the LTC program, Bush Administration officials say they still are not quite ready to answer the biggest question on the minds of potential enrollees: how much the coverage will cost. They say that announcement will be made soon, although a precise date hasn't yet been set.

For those joining during the early enrollment period, coverage will be effective on the later of May 1 or the first of the month after the application is approved. For those joining during the open season, coverage will be effective on the later of Oct. 1 or the first of the month after the application is approved. Those electing early enrollment will be able to change their coverage during the open season should they wish to select benefits not available during the early enrollment period.

Individuals who plan to apply early for long-term care insurance under the federal program, and who wish to receive enrollment materials, should call (800) 582-3337 or visit www.ltcfed.com/ on the Internet. Call only if you're interested in signing up early. All others will receive educational materials in the mail.

Veterans Home-Loan Guaranty Increased

The Veterans Education and Benefits Expansion Act of 2001 recently passed by Congress has increased the guaranty on VA home loans from \$50,750 to \$60,000. The increase means eligible veterans can use their loan benefits to purchase a home costing as much as \$240,000 without a down payment. Previously, the maximum guaranty was \$50,750, which allowed no-down-payment loans of up

to \$203,000. Contact the VA toll-free at (800) 827-1000 or visit the website www.va.gov for more information.

Senior Health Leader Pledges Beneficiary-Friendly TFL

The initial TFL kick-off has been a monumental task. The TRICARE Management Activity staff has worked tirelessly, in close coordination with The Military Coalition, TROA, and other associations, to make implementation as smooth as possible. While the vast majority of claims have been claims paid without problems, some beneficiaries have experienced claims-processing hiccups as this new program works out implementation kinks.

At the opening of the 2002 TRICARE Conference in February, Assistant Secretary of Defense for Health Affairs Dr. William Winkenwerder acknowledged this and pledged "an aggressive approach, with early intervention to address any problems. The responsibility for solving the problems is on us, not our customers. We will be aggressive in addressing them and adopt a customer-service approach to problem solving."

True to his word, Winkenwerder later announced that DOD would be paying claims for TFL beneficiaries whose claims initially were denied because their military ID cards had expired, through July 2002. In this pro-beneficiary approach, DOD will be giving these individuals "the benefit of the doubt," because beneficiaries must possess current ID cards to remain eligible for military health benefits.

DOD and TMC suspect that many of these individuals are the hard-to-reach group of beneficiaries who may still be unaware of the new TFL benefit, may be dependent on children or others to take care of their personal affairs, or perhaps reside in nursing homes. In any case, such beneficiaries or their caregivers need to renew their military ID cards as soon as possible.

TMC is most appreciative that DOD is sensitive in putting these beneficiaries' interests first. TMC will work with DOD health-care officials to try to reach these beneficiaries and educate them on what they need to do to preserve their new TFL benefits.

2003 Military Pay Raise

President George W. Bush's FY 2003 budget requests \$1.9 billion for an across-the-board 4.1 percent military pay raise, which is one-half percentage point higher than private-sector wage growth. Bush's budget also includes another \$300 million for additional "targeted raises" for mid-grade enlisted personnel and officers, including warrant officers. The plan calls for total raises for the latter groups in the 5.5 to 6.5 percent range, depending on grade and years of service.

TMC and TROA are encouraged by the administration's and Congress' continuing efforts in recent years to reduce the significant gap that has accumulated between military members' raises and those of the average American over the last two decades. At its worst point in 1998 and 1999, the accumulated "pay raise gap" had reached 13.5 percent. The president's budget proposal, on top of the pay

raise upgrades of the last three years, would reduce that figure to 7.6 percent.

Home Tax Relief Falters

Military homeowners' capital gains tax equity hopes suffered a setback Feb. 6, when Senate Majority Leader Tom Daschle (D-SO) pulled his economic stimulus bill from Senate consideration. This was the legislative vehicle for Sen. John McCain's (R-AZ) proposal to provide military members the same capital gains tax exemption other Americans enjoy on home sales. Daschle withdrew the bill after failing to win the necessary 60-vote majority. McCain's amendment would exempt up to \$500,000 in capital gains by not counting time assigned away from home on government orders against the requirement to have lived in the home two of the five years before sale. TMC will seek other ways to enact this long-overdue relief.

Class Act Lawsuit Hearing Set

The U.S. Court of Appeals for the Federal Circuit has scheduled a March 6 hearing on the appeal concerning USAF Col. George Day's (Ret.) class action health-care lawsuit against the federal government.

This is the case's third appeal. Last February, a three-judge panel of the same court overturned a lower court decision and ruled that the government had "abused its discretion" by refusing to provide promised life time health care to retirees who entered service before June 7, 1956. That is the date of the first statutory reference to space-available care for retirees. But the government appealed that ruling and won a rehearing before the full court.

No matter the outcome of the March 6 rehearing, the case is expected to be appealed by one party or the other to the U.S. Supreme Court. Should the suit ultimately be successful, this class of retirees would be due compensation of up to \$10,000 each.

TFL Seminar

All military retirees, their spouses, widows, widowers, dependents and active-duty servicemembers in the New York area are invited to a March 16 TFL seminar at the Fordham Lincoln Center University Campus in Manhattan. It starts with a complimentary breakfast at 8 a.m. Presentations begin at 9:30 and are scheduled to be completed at 11 with Q&A following. Contact Lt. Col. Mike Reynolds, USMCR, at (718) 390-3555 or via e-mail to ReynoldsTROA@aol.com, or by fax to (718) 356-8215 for additional details.

USA Freedom Corps

President Bush's call for volunteers has sparked quite a bit of interest around the nation. To volunteer to help domestically or internationally, or to get more information, visit www.usafreedomcorps.gov or call (877) USA-CORPS.



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Stonewall Jackson Chapter

Deployed members of AAAA's Virginia-based Stonewall Jackson Chapter recently hosted a meeting in the Task Force Pegasus aviation conference room at Comanche Base, Bosnia. The guest speaker — COL Alberto J. Jimenez, commander of the 29th Aviation Brigade and the former National Guard Bureau's director of Army aviation and safety — presented a very interesting brief on Army aviation restructuring and future models in aviation operations and training.

Task Force Pegasus is commanded by LTC Paul M. Kelly of the Virginia Army National Guard's 2nd Battalion, 224th Avn. The unit is presently deployed to Bosnia in support of Operation Joint Forge as part of the SFOR 10 rotation. The battalion provides command and control to elements of both the National Guard and the active Army, which together form Task Force Pegasus. The task force will return home this spring after six very successful months in Bosnia.



Pictured (from left to right) are MAJ Bob Tamplet, Task Force Pegasus executive officer; COL Alberto Jimenez, commander of the 29th Aviation Brigade; LTC Paul Kelly, TF-Pegasus commander; and MAJ Jim Ring, the task force's operations officer.

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AAAA NEWS

New AAAA Industry Members

Aerial Machine & Tool Co.
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Calsa Corporation
Dynamics Research Corp.
ELMCO Incorporated
EMTEQ, Inc.
Thermal Wave Imaging, Inc.

New AAAA Order of St. Michael Recipients

CW5 Rickie L. Barron (Silver)
CSM Leon Hite, Jr. (Silver)
Helen E. Irwin (Bronze)
CW4 John A. Wood (Bronze)
SGM Joseph W. Shabbott (Bronze)
CW3 Scott C. Miller (Bronze)
CW3 Vincent J. Arnold (Bronze)
CW3 Nathan C. Wriston (Bronze)
CW3 Mark A. Doyle (Bronze)
CW3 Tyron J. Freeman (Bronze)
CW3 David L. White (Bronze)
CPT James J. Hannam (Bronze)
CPT Benjamin Blackwell (Bronze)
CW2(P) Monty L. Lewis (Bronze)
COL Timothy J. Wright
CW5 Eric V. Linderman (Bronze)
SFC Timothy P. Rogan, Ret. (Bronze)
MAJ Dane W. Powell (Bronze)
1SG William L. Harper (Bronze)
CW4 Charles J. Lowery (Bronze)
CW4 Peter S. O'Shea (Bronze)
1SG Mike C. Ingram (Bronze)
LTC Jeffrey A. Trang (Bronze)
MAJ Paul D. Howard (Bronze)
CW3 Bruce S. Perlo (Bronze)

MAJ Achim R. Horton (Bronze)
BG John L. Enright (Bronze)
CW3 Timothy E. Livesay (Bronze)
CW4 Robert D. Bright (Bronze)
SGM Kevin R. Krum (Bronze)
1SG Arnold Ramirez, Ret. (Bronze)
MSG John Pablo, Ret. (Bronze)
CPT(P) Ronald G. Lukow (Bronze)
MAJ William L. Shepard (Bronze)
CPT(P) Nicholas D. Arata (Bronze)
COL Louis W. Weber (Bronze)
SGM Jon M. Vanatta (Bronze)
LTC James C. Miller (Bronze)
LTC Kenneth W. Klatt (Bronze)
CPT Corey M. Tejchma (Bronze)
CPT Gary T. Brett (Bronze)
1SG Mateo Alba, Jr. (Bronze)
CPT Mark Baril (Bronze)
MAJ William T. Goforth (Bronze)
CW2 Michael C. Fiala (Bronze)
1SG Luis F. Sanchez (Bronze)
CW4 Kevin A. Buckrucker, Sr. (Bronze)
CPT Lars A. Wendt (Bronze)
SFC Samuel Tyre, Jr. (Bronze)
MAJ Julius A. Rigole (Bronze)
LTC David Russell (Bronze)
CW4 Michael J. Brilliant (Bronze)

New Chapter Officers

Air Assault Chapter:
CPT Shawn C. Henley, VP Scholarships;
CPT Pete Ortiz, Jr., VP Operations and Plans.

Mid-America Chapter:
CW3 Brian S. Patton, V.P. Membership

Wings of Victory Chapter:
LTC Jimmy L. Meacham, V.P. Awards.

Aces

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

LTC Michael F. McClellan, Ret.
SGM Kenneth G. Rich
CW4 Michael E. Weist

AAAA Soldier of the Month

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

SSG Brian L. Koegler
December 2001
(Indiantown Gap Chapter)

SGT Charles B. Denson
January 2002
(Magnolia Chapter)

WG10/SGT Nathan L. Sherk
January 2002
(Indiantown Gap Chapter)

SGT Beau D. Lintner
February 2002
(Oregon Trail Chapter)

CPL Alan L. Newby
February 2002
(Magnolia Chapter)

SPC Andrew O. Forstner
March 2002
(Magnolia Chapter)

SGT James H. Parish
April 2002
(Magnolia Chapter)

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.

Beckey, Mark A., CPT, Ret.
Blue, Donald, Mr., Ret.
Burns, Jimmy H., Mr.
Burns, Kevin L., 2LT
Butler, Lee C., Mr.
Chapman, David A., MAJ
Clarke, Marshall E., Mr.
Davis, Jeffrey E., WO1
Feveran, Zachary H., PV2
Findahl, Daniel T., WO1
Frost, Stephen P., CW2
Gillespie, Brian, Mr.
Goodloe, Rodney E., Mr.
Griffin, Jeremy T., WO1
Hedley, Peter F., COL
Hubertz, Aaron B., WO1

Humphrey, Landon D., 2LT
Imhof, Warren L., Mr.
Jorgensen, Robert M., CW2
Kagi, Jeremy, WO1
Keller, Robert L., Mr.
Kowalczyk, Reed C., COL
LeGuen, Pierre-Yves, COL
Lewis, Patrick L., CPT
Lorenson, Dennis D., 1LT
Marlinez, Jeannette, Ms.
McKeeby, Gary, MSgt
Meyer, Dan C., LTC(P)
Mickelson, Shane D., WO1
Parsons, Peter, Mr.
Pike, Daniel W., COL
Reyes, Angel L., CW3

Rodgers, Vincent R., CW2
Sauer, Pacifica J., Ms.
Schooler, Terrance L., 1LT
Scoggins, Robert L., MAJ
Smallwood, Phillip E., CPT
Smiley, Richard T., MAJ
Smith, Charles H., SFC
Smith, Darrel, CW3

Stegmaier, Peter G., 1LT
Vause, Rabon A., Mr.
Ward, Dane W., SFC
Whyte, Daniel P., Mr., Ret.
Yike, Alissa A., 2LT
Zeonick, Jimmy L., SFC

Matthew F. Kozlowski, a member of AAAA's Monmouth Chapter since 1986, died on Feb. 5. A Navy aviator during World War II, he worked for the Army Aviation Research and Development Command's Navigation Division at Fort Monmouth, N.J., from 1980 to 1993. Kozlowski was also a life member of the USO, the Fairleigh Dickinson University Fund and the Golf Association of New Jersey. In lieu of flowers, memorial donations may be made to the COL James E. Young Scholarship Fund.

George Chernowitz, president and director of the American Power Jet Company and a member of AAAA since 1967, died in January at the age of 85. He was a longtime member of the Society of Reliability Engineers, and served as the group's president from 1996 to 1998. Chernowitz also organized SRE's At-Large chapter, and edited the organization's professional publication, "Lambda Notes." He is survived by his wife of 60 years, Edith.

- ☛ **May 11-15.** AAAA Annual Convention, Nashville, TN.
- ☛ **May 12.** AAAA National Executive Board Meeting, Nashville, TN.
- ☛ **May 14.** AAAA Scholarship Board of Governors Meeting, Nashville, TN.
- ☛ **Jul. 7.** The Vietnam Helicopter Pilots Assoc (VHPA) 19th Annual National Reunion.
Contact Don Joyce 407-870-5367.
- ☛ **Jul. 19.** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- ☛ **Jul. 20.** AAAA Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.



ARMY AVIATION HALL OF FAME

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2004. Contact the AAAA National Office for details at (203) 268-2450

BG William W. Ford **Army Aviation Hall of Fame 1975 Induction**

COL William Wallace Ford, a field artilleryman following his graduation from the U.S. Military Academy in 1920, was a longtime aviation enthusiast who flew his own civilian aircraft. By 1940 he earned his Commercial Pilot and Instrument ratings.

As a pilot, he early envisioned the use of light aircraft in providing an "air observation post" for artillery-fire adjustment, and his authorship of a thought-provoking article in the May 1941 issue of the "Field Artillery Journal," entitled "Wings for Santa Barbara," focused attention on his advanced thinking.

Ford's penetrating article led to War Department approval of an experimental program to train artillerymen to fly in order to adjust artillery fire from light planes. Shortly thereafter the light-aircraft industry endeavored to prove the utility of its products in the extensive 1941 Louisiana Maneuvers.

Drawing upon industry and government for flight and maintenance instructors, Ford organized and directed a course which produced artillery "liaison" pilots who were freed from their dependence upon established airfields, and who were able to operate from field strips and rough areas alongside the artillery units of which they were a part.

Successful demonstrations to field units in the spring of 1942 proved the validity of this novel concept, and on June 6, 1942, the War Department authorized a permanent Department of Air Training — which ultimately evolved into today's Army Aviation School. Ford established the school and developed its courses, which eventually turned out thousands of artillery-trained pilots.

The success of these liaison pilots in World War II, a direct outcome of Ford's vision and abilities, paved the way for the subsequent development of modern Army aviation.





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