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Aldridge OKs Comanche Issues

Following an Oct. 7 meeting of the Defense Acquisition Board, Undersecretary of Defense for Acquisition, Technology and Logistics Edward C. Aldridge voiced his support for the Army's RAH-66 Comanche and made several key decisions regarding the aircraft and related systems.

First, Aldridge approved the Army's proposed Block structure for the Comanche program, and authorized Engineering and Manufacturing Development through the Block III capability.

He also approved a Low-Rate Initial Production (LRIP) of up to 73 aircraft, as well as an Acquisition Strategy, Acquisition Program Baseline (APB), and LRIP entrance criteria.

However, Aldridge said, "the exact quantity of aircraft to support this mission is subject to additional analysis." He therefore approved a total procurement objective of 650 aircraft at a procurement rate of up to 60 per year. The procurement quantity and annual buy rate will be reassessed at the May 2003 Future Combat Systems Milestone review.

Aldridge also announced his support for the role of unmanned aerial vehicles (UAVs) as they relate to the scout helicopter mission, and directed the Army to submit a plan for funding the development of a companion UAV system. He further directed the Army to analyze extending the life of the Apache helicopter for the heavy attack mission, and ordered the service to provide by Nov. 1 its plan to fund the companion UAV system development, the Apache life-extension effort, and offset for Comanche near-term shortfalls.

The remains of Army CPT Larry F. Lucas of Marmet, W.Va., a previously unaccounted-for casualty of the war in Vietnam, have been identified and are being returned to his family for burial with military honors. Lucas was killed when his OV-1 Mohawk was shot down over Savannakhet Province, Laos. The other crewmember ejected from the aircraft before the crash and was rescued. Between January 1990 and September 1999, four joint U.S.-Lao on-site investigations were led by Joint Task Force-Full Accounting. During two of these investigations, excavations recovered aircraft debris, pilot-related artifacts and human remains. Forensic scientists from the U.S. Army Central Identification Laboratory in Hawaii identified the remains. There are currently more than 1,900 Americans unaccounted for from the war in Southeast Asia.

Sikorsky Aircraft has selected Rockwell Collins to provide cockpit displays for the Army's fleet of UH-60M Black Hawk helicopters. Potentially worth more than \$225 million over 20 years, the contract calls for installation of four 6-by-8-inch landscape, active-matrix, liquid-crystal multi-function displays in each UH-60M.

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Secondly, ARMY AVIATION Magazine is always on the look-out for new authors and new articles relevant to the larger Army aviation community — active-duty, reserve-component and retired soldiers, maintainers, crew members, and acquisition and research-and-development folks. Send your articles to magazine@quad-a.org for our editor's review. Who knows, you may become rich and famous ... or at least published.

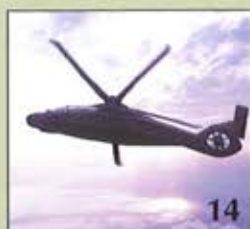
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The 2002 Army Transformation War Game

Part II

By MG John M. Curran

With regard to the future of Army aviation, the recent Army Transformation War Game held at Carlisle Barracks, Pa., offered some emerging insights I would like to share with you. In this article, I will confine my observations to the reconnaissance and mobile strike mission areas.

OPERATIONAL ENHANCEMENT

First and foremost, it is crucial that we continue our efforts to enhance combined arms, air-ground operations. In the Objective Force, Army divisions are air-ground task forces. Their purpose will be to present the enemy with multiple operational dilemmas from which he cannot escape.

Army ground forces rely on their aviation partners to provide superior mobility, enhanced situational awareness, and accurately directed precision joint and combined arms fires and effects. Aviation relies on the ground forces for battle command, security, situational awareness, and mutually supporting maneuver, fires and effects. Applied seamlessly, the results are devastating, leaving the enemy no sanctuary and no viable options. Applied separately, we present the enemy vulnerabilities, which he will be quick to exploit.

THREATS

The Objective Force will face a challenging array of threat capabilities. Unable to meet us head-on, we can expect our adversaries around the world to develop "niche" capabilities oriented on our perceived vulnerabilities, including our aversion to casualties and collateral damage.

The Army Transformation War Game presented a full range of these niche capabilities to Blue Force aviation. Enemy "forces" employed both conventional and unconventional anti-access strategies to deny or impede friendly force deployment into the various theaters of operation. Once in theater, Blue Force aviation was confronted with combined arms air defense ambushes, anti-helicopter mines and "swarms" of enemy unmanned aerial vehicles (UAVs). More traditional threats to aviation, such as small arms, artillery, and man-portable air defense systems (MANPADS), proved no less dangerous than today.

As we develop our tactical courses of action, we must anticipate that the enemy's grasp of our doctrine and tactics will enable him to template our tactical assembly areas, routes, and refueling/rearming sites with incredible accuracy unless we concentrate on being innovative and less predictable. One effective means of overcoming the enemy's focused capabilities is enhanced shared Blue Force situational awareness

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— a key role for Army aviation, and particularly for the RAH-66 Comanche reconnaissance and attack helicopter.

THE NEED FOR COMANCHE

The Army needs the Comanche. For the Interim and Legacy Forces, Comanche provides the survivable, armed reconnaissance capability that the Army air-ground team sorely lacks.

The OH-58D Kiowa Warrior has performed magnificently, but it is reaching the end of its operational and material life. The AH-64D Apache Longbow is the best attack helicopter in the world, but it was not designed for the full array of armed reconnaissance missions. UAV capability is increasing rapidly, but it is a long way from meeting the entire range of requirements for effective tactical reconnaissance and the rapid transition to decisive combat operations.

The Transformation War Game made it clear that the Comanche fully enables Objective Force air-ground operations with its unique capability to conduct armed reconnaissance, aerial attack, and to direct the full array of joint and Army weapons against critical targets with precision.

The Comanche, operating within a joint and combined-arms system of systems, enabled commanders at the Unit of Employment (UE) level to rapidly establish a common operating picture (COP) early in the force-deployment sequence. It is a key capability during early entry operations to screen, attack, direct/joint attacks, and to contribute to the information-centric nature of this phase of a campaign.

While the U.S. Air Force remains unmatched in its ability to establish air superiority and to conduct precision strike containment, their employment in support of the close fight still entails considerable risk. Consequently, Army aviation, and specifically Comanche, are the aerial weapons of choice when engaged in close combat with ground forces. In short, Comanche, with its state-of-the-art sensors, communications and computing power, is an essential element of the "system-of-systems" approach that underlies Objective Force operational concepts.

UAVs

One key system that the Comanche will operate with routinely is the unmanned aerial vehicle. The UAV is a key enabler for Objective Force operations, but it is not an end in itself.

"Manned and unmanned teaming" takes full advantage of the strengths of each system to complement the vulnerabilities of the other. Unmanned systems extend the reach of the manned aircraft's sensors and weapons. The unmanned platforms can perform the "dull, dangerous, and dirty" missions on the battlefield, reducing risk to the manned aircraft crew, but more importantly, freeing the crew to concentrate on those tasks that well-trained combined arms officers do best.

Manned aircraft crews add the critical human dimen-

sion "on site"—well forward, not at a distance. They develop an "all-around" situational awareness and understanding, analyze and combine sensor data with their "feel" for the battle, and direct and take action based on their grasp of the situation and their knowledge of the commander's intent.

The manned element of the manned and unmanned team also applies critical "eyes-on" judgment with regard to fratricide avoidance, collateral damage and the application of the rules of engagement. Most importantly, manned systems make the difference between combat reconnaissance and combat surveillance—combat reconnaissance is an operation that results in combat action, while combat surveillance results in intelligence—a valuable, but very different commodity in space and time than combat action.

Until technology can truly replicate the complex, intangible functions performed by the crew of manned systems in the fight, teaming will remain the optimal interim solution. As technology matures, we can expect to see more autonomous operations by unmanned systems.

Oddly enough, in the Transformation War game, the most effective use of manned and unmanned teaming was demonstrated by the threat, which employed waves

of UAVs and sensors to suppress air defenses, jam communications in a specific location and time, act as decoys to unmask air defense systems, and identify targets for precision attack by manned helicopters and long range fires. "Swarms" of mini-UAVs then provided suppression and battle damage assessment during egress. It is clear that manned and unmanned aviation teaming,

when employed as an element of the air-ground system of systems approach, greatly enhances the operational capabilities and survivability of the Objective Force.

CONCLUSIONS

This concludes our Army Transformation War Game insights regarding reconnaissance and mobile strike operations in support of the Objective Force.

The way ahead for Army aviation is clear. We will remain synchronized with the Army's efforts to field an Objective Force capability by 2010. We will continue to be a key player in TRADOC combined arms approach to designing and building the Objective Force. I ask for your continued support as we face the daunting, but exciting challenges ahead.

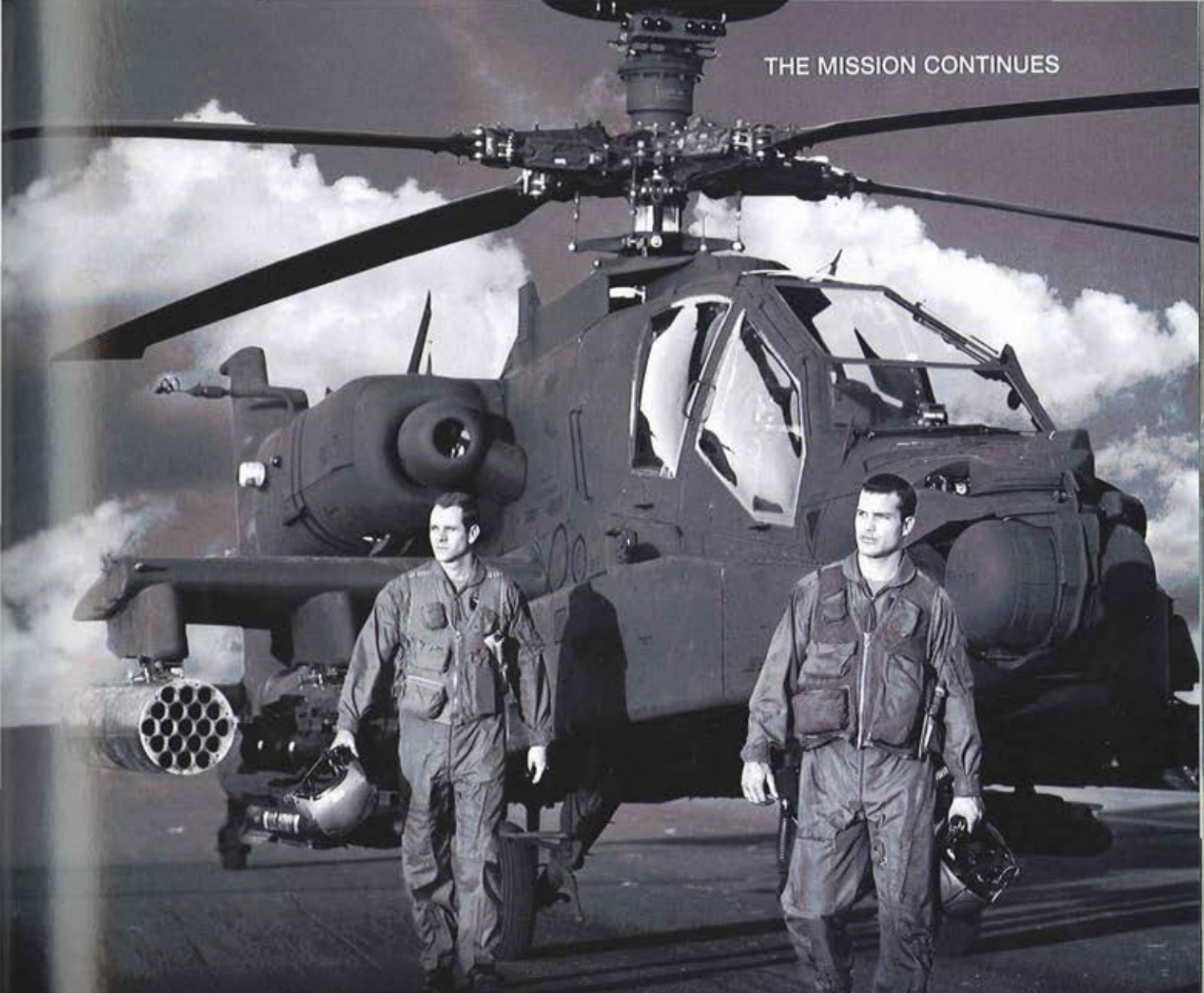
The Army Transformation War Game is an extremely valuable tool in shaping our future armed forces. I hope this article has given you some insights into the process and into the direction we, as a transforming Army, are headed.

Above the Best!



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

The way ahead for Army aviation is clear. We will remain synchronized with the Army's efforts to field an Objective Force capability by 2010.



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COL Robert P. Birmingham

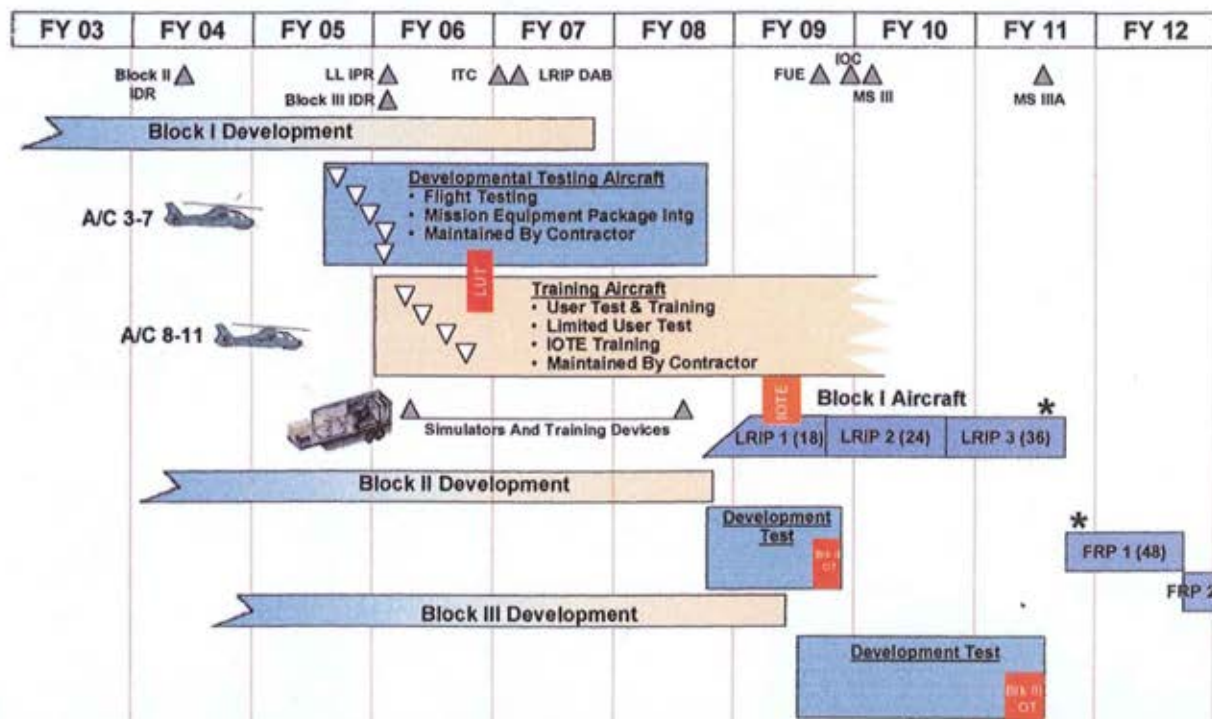
Since Milestone II approval and contract award in June 2000, the Comanche program struggled to maintain the pace of aggressive cost and schedule goals. Due to fiscal constraints coupled with an extremely ambitious development schedule, the MS II program was a noble effort but a long shot to succeed. Program issues and risks became paramount in early 2001 as several key milestones were missed and the contractor's efficiency began to deteriorate. After intense internal analysis and review of the risks, schedule and funding shortfalls, I reported that the program could not achieve many of the Army's goals for Comanche.

In late 2001, the Army leadership directed that the Comanche Program Manager (PM) restructure the program to:

- Make the plan fiscally responsible, addressing all MS II issues and risks;
- Align the program with the Army's plan for the Future Combat System (FCS); and
- Structure the plan to deliver critical warfighting capabilities to the soldier as soon as possible.

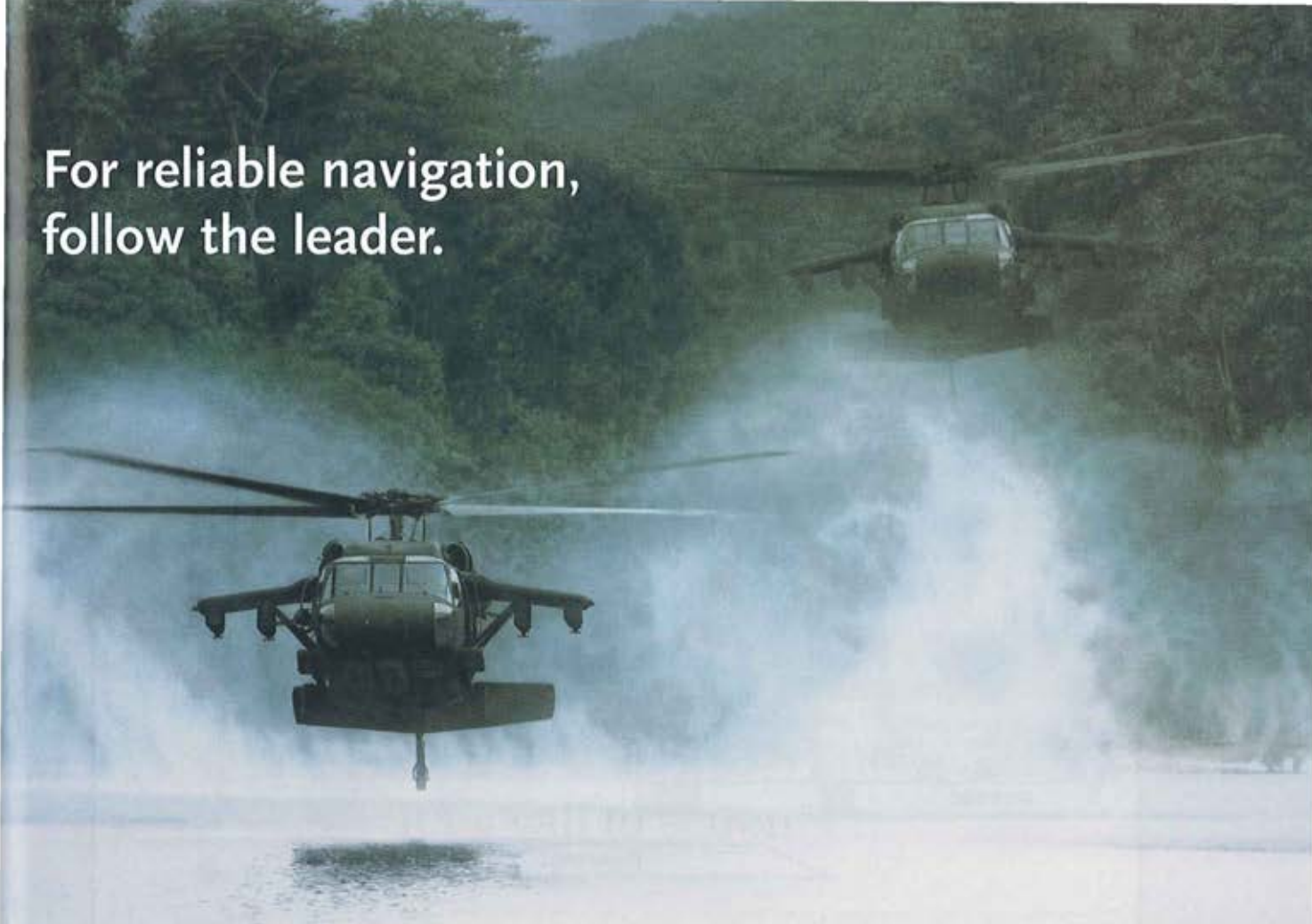
During the last report to the aviation community, the program restructure and operational requirements document (ORD) were based upon an evolutionary acquisition construct, and were progressing through Army approval gates en route to a Defense Acquisition Board. Much

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has been accomplished over the past several months, and in early October the Joint Requirements Oversight Council (JROC) and Defense Acquisition Board (DAB) validated the ORD and approved the new engineering and manufacturing development (EMD) program base line.

To ensure that the Army will realistically attain program goals and field this capability as planned, several significant changes were made to the MS II program plan:

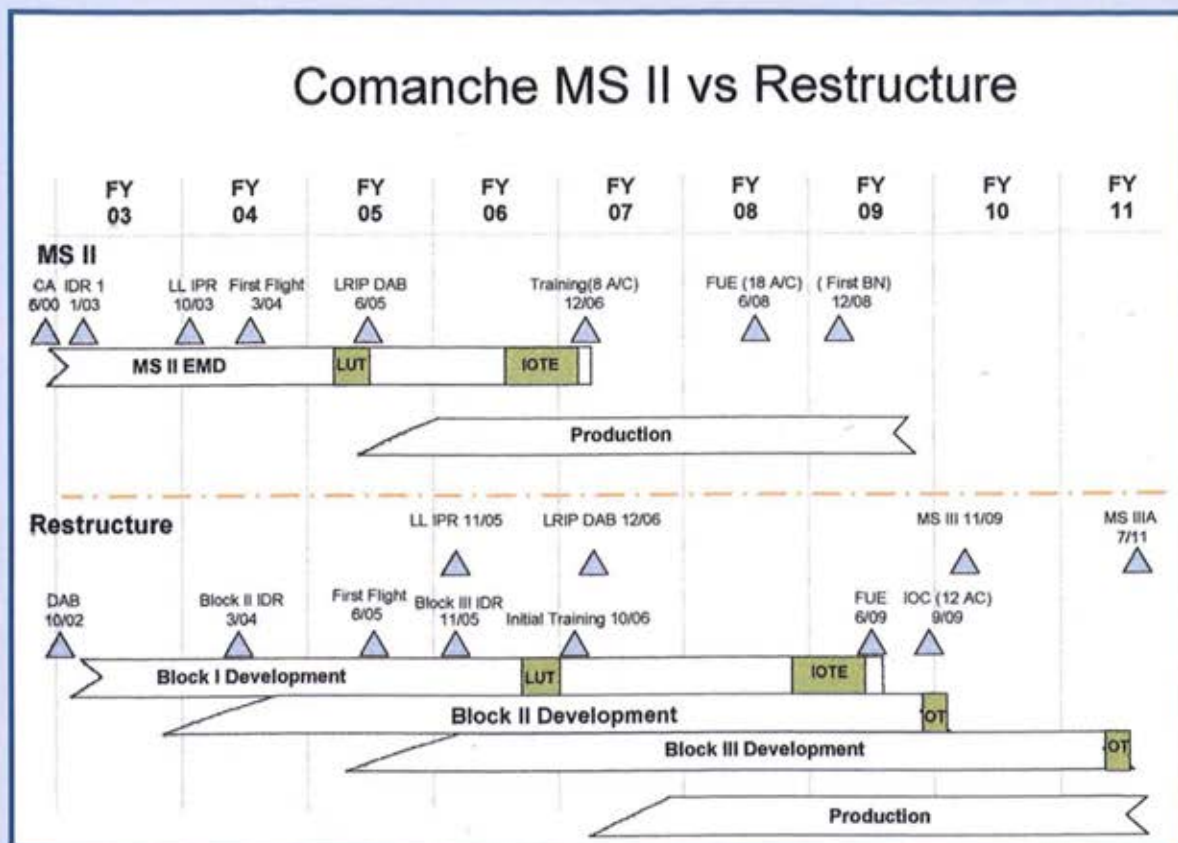
- Added 3,000 flight-test hours to

tional capability (IOC) with the FCS IOC dates, utilizing Comanche in an Objective Force Unit of Action fielding plan in Sept. 2009.

To closely track technical and programmatic progress, we implemented a robust risk-management program that includes a dedicated weight manager focused on weight reduction and control. We improved system engineering and software management across both the contractor and government offices to provide greater visibility and prediction of integration issues and problems.

pendent Technical and Operational Assessment Panels were convened to review the Comanche requirement and the restructured program plan. These reviews helped to build credibility, validate requirements and technical solutions, and improve the overall program executability. Additionally, these review panels built an Army and Department of Defense (DOD) consensus to validate the Comanche as critical component of the Objective Force.

In May and June of this year, after several months of reviews,



developmental and operational testing and training;

- Realigned the program's more than 4 million lines of software code, and added 34 months of hardware and software integration time;
- Reorganized both government and contractor program offices;
- Realigned the program capabilities in three blocks;
- Reprogrammed nearly \$4 billion from Comanche procurement accounts into research, development, testing and evaluation (RDTE); and
- Aligned Comanche initial opera-

After five previous restructures since entering MS B in 1991, the message from the Army's leaders was clear: Fix this program for a final time or terminate the development of Comanche. Working with the U.S. Army Training and Doctrine Command (TRADOC) systems manager and the contractor, the program management team cross-walked and balanced the updated requirements to the specification and statement of work. This resulted in a balanced ORD and contract for the first time in this program's history.

Several "Gray Beard" and Inde-

analyses and adjustments, the ORD and restructured program underwent an intense Army review through the Army Review of Operational Capabilities (AROC) and Army Systems Acquisition Review Counsel (ASARC) process. Concurrently, the program office cost estimate was initially reviewed by the Cost and Economic Analysis Center (CEAC) and then assessed by the Cost Analysis Improvement Group (CAIG).

Both independent reviews of the new, \$7 billion Program Office Estimate (POE) were accurate within 1 to 2 percent. This infor-

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mation assured the program manager and the Army that the requirements and work were now aligned with adequate funding needed to complete this program within an acceptable level of risk.

In June, the new Acquisition Category (ACAT) 1D program plan began its review and scrutiny through the Office of the Secretary of Defense (OSD) Overarching Integrated Product Team (IPT) Over Arching IPT (OIPT) process. The initial review by the OIPT revealed that the Army had considerable work to do. The OSD OIPT chairman directed the Army to clarify several issues and provide data in support of the program plan before gaining approval to proceed to a DAB. His direction included:

- Explaining Comanche's relevance and operation within the Objective Force;
- Adjusting the blocking strategy to reduce development and test risks early in the program;
- Updating the contract strategy;
- Providing detailed data in support of the program's plan for software, supportability and weight

management; and

- Reducing the size of the blocks within the program plan.

To accomplish these goals, the PM and TRADOC System Manager with OSD (AT&L) established weekly IPT reviews, which led to a final OIPT in September 2002 in which the program gained approval to proceed to the DAB in October. Although this intense scrutiny and review of the program was exhausting and very time consuming, it resulted in a program plan that is now much more credible, defensible and executable.

In examining why this process was so successful, it is clear that Army aviation — from the warfighters to the materiel developers, in both the contractor and government program offices — pulled together to defend this program and capability. This restructure was much more than a program adjustment, it was a complete program overhaul with a very different approach toward acquisition and fielding. Lessons learned from other service acquisition programs were examined, as were reports

written by the General Accounting Office (GAO), the test community and other agencies. Addressing all of the MS II deficiencies was no easy task, but the result of this comprehensive Army effort gained the program a strong OSD support base.

Comanche is much more than a digital quarterback; it is a key element in a system-of-systems architecture, which provides the Army and DOD with a unique enabler for transformation. Block I through III capabilities will include an evolving system capable of performing mobile strike, vertical maneuver, reconnaissance and close combat. Each block capability will build on the previous block and deliver warfighting capabilities to our future aviators as quickly as they are developed, tested and fielded.

Using spiral development techniques, new capabilities can be added to the program baseline without affecting critical fielding plans. Although the Army Objective Force requirement for Comanche is 819 aircraft, the DAB approved an interim procurement

Comanche continued on page 28

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No Problem, I'm a Technician

By SSG Ruppert Baird

We all know that the backbone of the Army is the noncommissioned officer. But an argument could be made that the backbone of the Army National Guard and Army Reserve is the dual-status technician. And with half of the Army's aviation assets in the Guard and Reserve, the argument could be that technicians are the backbone of Army aviation.

Who are these men and women, and just what is it that they do?

Arguably one of the most confusing programs in the vast array of government employment, technicians are part-time National Guard and Reserve soldiers who are also employed by the Army in positions equal or similar to those they hold on weekends. They are privates and sergeants and warrant officers and Colonels on the drill weekends, and civilian Wage Grade (WG) and Government Service (GS) employees during the week.

Technicians are part-time National Guard and Reserve soldiers who are also employed by the Army in positions equal or similar to those they hold on weekends.

Within Guard and Reserve aviation, they work at Army Aviation Support Facilities (AASFs), Aviation Support Facilities (ASFs), Aviation Classification Repair Activity Depots (AVCRADs) and various other facilities worldwide. They are aircraft and ground support equipment (GSE) mechanics, flight operations personnel, pilots and shops personnel. They are required to stay in their part-time military jobs in order to keep their civilian positions, which is the basis of the "dual-status" designation. They are not, however, Active Guard and Reserve (AGR) soldiers.

Confused yet?

The purpose of the dual-status technician program is two-fold...

- Purpose one is to maintain Guard and Reserve equipment to ensure that it is ready for training, deployment and combat. This is clearly critical, as Guard and Reserve aviators

are required to fly and train to the same standard as their active Army counterparts.

- Purpose two is to provide a cadre of technically proficient personnel capable of training and overseeing part-time personnel during training and deployments.

Generally, technicians are exactly that. They maintain equipment and train part-time personnel. Most administrative duties are handled by AGR training officers and NCOs. Training is not restricted to drills and annual training (AT) periods, but can occur during regular weekdays. So, at any time a soldier could be found on the hangar, shop or armory floor in a technician, drill, AT, AGR, ADSW (Active Duty for Special Work), ADT (Active Duty Training) or Active Duty or State Duty status. Technicians are there to supervise and teach these part-time troops, whether they perform their duties on the weekend or weekday.

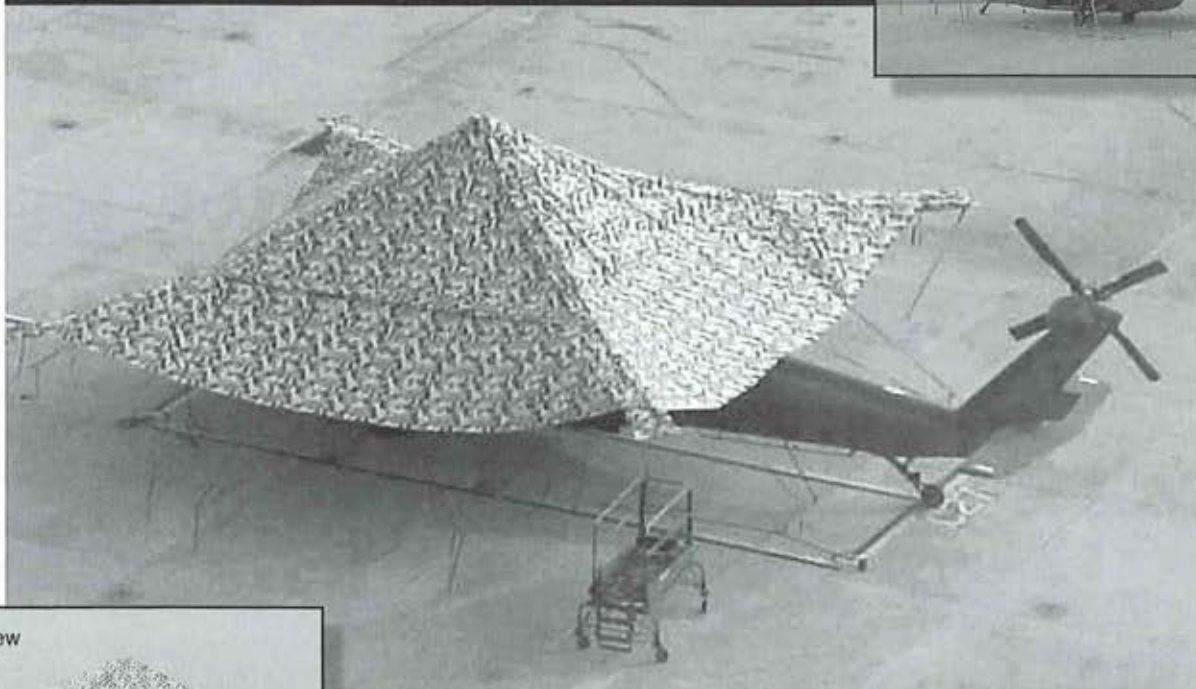
It is common to find more than a third of Army Guard and Army Reserve aviation units to be manned by technicians. The technicians come from a range of military and civilian backgrounds, and provide an amazing variety of skills and expertise to the units they support.

Technicians provide the Guard with tactical and technical expertise, and expertise on everything from FAA regulation and enforcement to small-engine repair and engineering knowledge. Technicians have retired with 44 years of MOS experience! They also work hard to pass that knowledge down to their younger coworkers. This intimate knowledge of the systems entrusted to them has led to many cost-saving processes, special tools and various other devices and ideas that have been adopted Armywide.

Most technicians are covered under the Federal Employee Retirement System (FERS) program, though some older technicians come under the old Civil Service Retirement System (CSRS). Additionally, dual-status technicians also fall under the military retirement system for their weekend duties. This means that they will receive retirement benefits at the age of 60 if they complete 20 years of required service, commonly known as "good years." As technicians, they

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reach retirement eligibility at the minimum age of 55 with at least 25 years of service. This is where the greatest conflict occurs for these technicians.

Generally, once a soldier reaches 20 years of service with the Guard or Reserve a "20-year letter" is issued. This is an official statement certifying the soldier's eligibility to receive benefits upon turning 60 years of age. These are the same benefits afforded to regular retirees upon retirement, with some notable exceptions. These include proration of pay equivalent to actual-duty days, calculated using a point system.

Once the letter is issued, the soldier will be reviewed by a retention board on a regular basis to ensure his ability to perform in his MOS. If the soldier is found to be unable to perform his duties, separation follows. While no one can doubt the need for such actions, nonretention can be devastating to a technician unable to complete the required 25/55 requirement. Although rare, a 50-year-old technician with 30 years of federal and military service could find that the federal pension is lost, and that the military pension benefits are ten years down the road!

At the time this article went to press there was legislation pending in congress to at least partially alleviate this discrepancy, and the majority of technicians are obviously hoping to see it pass. Similar legislation failed to advance out of committee in 2000.

Technicians ensure that equipment and personnel in the Guard and Reserve are prepared to perform the mission, whether the mission is aviation, logistics, armor or infantry. They have the same requirements as all other American soldiers. But retirement doesn't happen until 55 or 60, or maybe even 62.

Still confused? Don't be!

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SSG Rupert Baird is a member of the South Carolina Army National Guard.

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Information is Combat Power: The Need For IT Support in Army Aviation

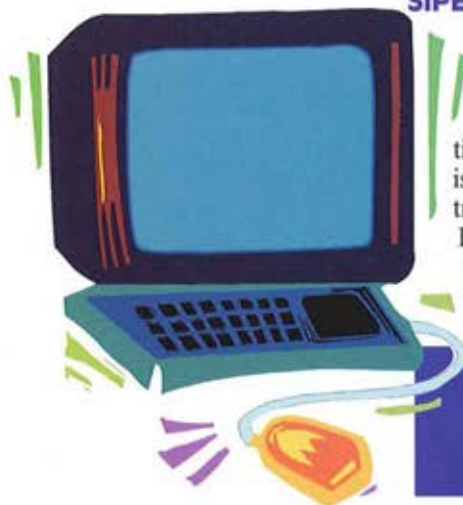
By CW3 Dan McClinton

For today's Army aviator the need for things like access to the SIPERNET, a removable hard-drive, a color printer and even a joystick has gone from "what do you need that for" to a "nice to have" to finally "we must have."

To truly be able to leverage the informational and technological advantages that this country possesses into combat power for the aviator, we as leaders need to insure that we have the Information Technology (IT) necessary. With the proper IT support there are a world of tools for both training and mission execution that until recently were never available.

The Requirement for SIPERNET Access

Anyone who has undergone a recent ARMS inspection knows that not only is SIPERNET access for the Tactical Operations (TACOPS) officer desired, it is required down to the company/troop level by the U.S. Army Forces Command (FORSCOM) ARMS checklist. This allows the TACOPS officer access to the



With the proper IT support there are a world of tools for both training and mission execution that until recently were never available.

Army Reprogramming and Analysis Team (ARAT) bulletin board, where a TACOPS officer or Electronic Warfare Officer (EWO) can obtain current threat information on possible enemy systems that affect Army aviation. He can also get up to date information about various regions around the world, to include enemy order of battle.

ARAT is also the place where you can obtain the current Mission Data Sets (MDS) for APR-39 and the most effective jam settings for the AN/ALQ-144.

While access to the ARAT bulletin board is more than reason enough to have SIPERNET access, there are many other sites that provide invaluable data on the SIPERNET.

- The U.S. Air Force Weapons School at Nellis Air Force Base, Nev. (go to www.nellis.af.smil.mil and look for the Weapons School link) maintains a site for the AFTTP 3-1 (known to some as MCM 3-1) series, complete with current updates that may or may not have made distribution yet.

- The National Imaging and Mapping Agency (NIMA) (www.nima.smil.mil) offers imaging and other products (such as Digital Terrain Elevation Data, or DTED) on the SIPERNET that otherwise are only available through an account process that can sometimes be confusing and tricky.

- The Defense Prisoner of War/Missing Personnel Office (DPMO) offers information on Combat Search and Rescue (CSAR) and other related topics (<http://peacock.policy.osd.pentagon.smil.mil:8080/dpmo/prhp.htm>).

- The Defense Intelligence Agency, Missile and Space Intelligence Center (MSIC) (www.msic.dia.smil.mil) has information about various surface to air missile systems to include videotapes and CD-ROMs. The MSIC also produces the Flight Path Analysis Tool (which will be discussed below); the Combat Support Database (CSDB), which supports threat data listing

for Automated Deep Operations Coordination System (ADOCS); Mission Planning Systems (MPS) and Portable Flight Planning System (PFPS) (<http://198.250.8.26/wdbetx/csdb>).

- The USAF's 480th Intelligence Group produces a variety of useful products for training and mission planning, including downloadable imagery (<http://intelink.ig480.langleys.af.smil.mil/>).

These are but a few of the resources available on the SIPERNET that are unavailable or very difficult to get elsewhere.

While the usefulness of SIPERNET is without question, there are still units finding difficulty obtaining the access that is not only desired, but is required by FORSCOM. Be it problems

with the Department of Information Management (DOIM) or just finding the funds necessary to acquire the correct modem or hard drive, this is something that aviation leaders need to find a way to accomplish. The rewards for accomplishing this small step are too great to ignore.

Software Tools

Aside from the software that is required by either regulation or to comply with FORSCOM inspection requirements, there are many software tools available to the mission planner/trainer at no cost through various government sources.

To supplement ASET-AT in the training of aviators there are the Combat Visual Identification System (CVIS) available through the U.S. Navy and (ROC-V) available through U.S. Army PM NV/RSTA (www.monmouth.army.mil/peoiew/pmnvrsta/systems.htm).

To evaluate the threat of infrared (IR) surface-to-air missiles there is the Flight Path Analysis Tool (in both classified and unclassified versions) available from MSIC. NIMA has various instructional CD-ROMs concerning map reading and the operation of GPS systems.

Finally, there is the Portable Flight Planning System (PFPS). Part of this system is "Falcon View," which comes with current versions of the Aviation Mission Planning System (AMPS). PFPS, however, comes bundled with several planning tools that are not available with the version installed on AMPS.

Perhaps the most useful of these tools is Sky View, a mission-rehearsal tool that allows on the fly the route you have built. By utilizing CIB, DTED data and a joystick, Sky

View gives the aircrew a good idea of what to expect when flying a route, arriving at a landing zone (LZ) or when occupying an attack-by-fire (ABF) position. The drawback is that the current AMPS box doesn't have enough disk space to support the use of Sky View.

"Falcon View" allows the user to add graphics and control measures and print maps of all sizes, including strip maps, individual map sheets and blow-ups of LZs or ABFs. As those who read the article by LTC Koster in the April-May 2002 edition of Army Aviation may already know, PFPS possesses many of the tools that are to be used when the Joint Mission Planning System (JMPS) is fielded in 2006.

"Falcon View" allows the user to add graphics and control measures...



Many units already use PFPS to augment their AMPS in the development of planning for ABFs, LZs, etc. You can establish an account to receive the latest version of PFPS by going to www.mission-planning.eglin.af.mil or <http://mpssf.hill.af.mil> to begin the process. It might take you a little digging, but it is well worth the trouble.

Hardware Requirements

For the unit TACOPS/EWO Officer to meet the basic requirements that are spelled out in TC 1-210 paragraph 3-4, FORSCOM Regulation 350-1 paragraph G-6 and the FORSCOM ARMS checklist, a minimum of a computer

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with a "secret" capable hard drive and a CD-ROM must be readily available. Some units get around this requirement by having one "secret" computer at a central area and requiring all of the subordinate units to use this computer for their classified work.

While this may simplify security requirements and save some money, it only makes the conduct of mission planning and threat analysis almost impossible in a field or combat environment. The purpose of having a classified-information-capable computer is to provide the TACOPS/ EWO with the capability to access the AFTTP 3-1 series publications, which are now issued in CD-ROM form (they are still available for purchase as a hard copy on a case-by-case basis at about \$50 per copy).

The AFTTP 3-1 is the TACOPS/ EWO sole source for "real-world" radar frequencies, tracking information and ranges of air defense weapon systems we may face on the battlefield. The information gleaned from AFTTP 3-1 can be incorporated into PFPS or such programs as the Flight Path Analysis Tool.

Obviously, when using AFTTP 3-1 data the entire mission planning data becomes classified as well. Additionally, the TACOPS/EWO can use this computer to conduct the semi-annual Aircraft Survivability Equipment Training (ASET) required for each aviator. Also desirable, especially if your unit is using PFPS, are a portable color printer and a joystick.

Also, the issue of portability should be addressed. If at all possible the equipment that TACOPS/EWOs utilize in

garrison should be the same as they are expected to deploy with. Not only will this insure the continuity in capabilities, it will also reduce the duplication of effort otherwise required. Ideally, this would mean the use of a laptop computer. Given the advances in computer processing speeds and storage capability, there is no reason why the computers we purchase from now on shouldn't be fully portable.

Conclusions

As even the most casual observer already knows, the tools available today for mission planning and training are a world apart from those available even just five years ago. In order to leverage the advantages that this technology affords us, it is imperative that we provide our TACOPS community with the proper tools to carry out this vital mission.

Often this means no more than reshuffling assets that the unit already owns. Whether it means moving computers around the battalion or the purchase of two or three laptops, we owe our soldiers this much to insure that they have these tools that will not only speed the mission-planning process, but will increase the lethality and reduce the risk of those asked to carry out those missions.



AH-64D pilot CW3 Dan McClinton is a former TACOPS officer for the 4th Brigade, 4th Infantry Division, and is scheduled to become the TACOPS officer for 3rd Squadron, 6th U.S. Cavalry, at Fort Hood, Texas.



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Whither Tactical Aviation Automation?



Part II

By CW3 William R. Clemons

Is Technology a Weak Point?

Many soldiers worry about the Army's reliance on technology and fear we will lose our ability to function when the little magic boxes stop telling us what to do. This is a baseless fear, because automation complements battle planning and facilitates the destruction of the enemy.

The Army does not win battles by crashing the enemy's laptops, nor does it lose by having its own computers fail. The Army wins battles by killing the enemy. Computers allow us to do this more efficiently with less risk by improving our situational awareness and allowing us to make decisions faster than the enemy can react to our actions. This process enables us to get inside the enemies' decision cycle and should be the ultimate goal of any automation plan.

When computers fail, and they will, we will adapt and overcome to launch aircraft with the best information available to bring fires on the enemy and destroy him en masse. Alternate means of communication includes TACLAN, SIPRNET, SINGARS, Brick radio, fax, phone, runner, carrier pigeons and rocks with little notes tied to them.

The commercial-off-the-shelf (COTS) equipment upon which we will increasingly rely for automated aviation planning will provide interchangeability through industry standards and device drivers, flexibility in configuration using Windows 2000, redundancy by being able to use equipment used for low-priority work, and all at a relatively low cost.

The only problem is that we are not planning faster. Yet.

Faster Planning

Perhaps when the entire Army is digital the planning cycle will be shortened. By using COTS we could digitize the Army within a few years, using such currently available systems as ADOCS, PFPS, and ASAS-Lite. Running these on Windows NT 4.0 or 2000 with the COTS systems is possible now.

Instead of using the Defense Information Infrastructure Common Operating Environment (DII COE) for standardization, the ADOCS application can be adapted to sit on top of all the systems in use. Each application would make itself interoperable with ADOCS by changing its own coding, or, more likely, ADOCS would be changed to make itself compatible.

Instead of trying to write code into AMPS for software that may not even exist yet, let's make it interoperable with one application that can act as an interpreter to any of the

other applications. This would cut down on a lot of work for all the programs out there and increase interoperability.

Make ADOCS Your Friend

ADOCS, the Automated Deep Operations Coordination System, started out about a decade ago in Korea as an Advanced Concepts Technology Demonstration (ACTD).

ADOCS is basically a digital map that is capable of drawing overlays and air corridors, and can display the Common Operating Picture and counter-fire fight. It is also a communication tool that is used for airspace deconfliction, calls for fire, counter-special operations forces (SOF) operations with the Navy and Air Tasking Order viewing. And it even has an e-mail application!

ADOCS is a jack of all trades and fits in a flexible automation plan, because it can do a little bit of everything in the event that your main system becomes inoperable. It can do the job of ASAS, AFATDS and FalconView to one extent or another, and runs on practically any computer.

But the software is only half of the good news about ADOCS. What makes it popular is the ACTD framework in which it operates. Contractors on site in theater help train personnel and provide support. However, they excel by collecting suggestions as they go along, passing these to the programmers in Virginia, who make the additions or changes and put out a new version of ADOCS every two or three months. Compare that to the Army program that issues a new version of its programs every two years and is considering moving that time back to three years!

Technology's processing power doubles roughly every eighteen months. To take advantage of the latest technology you need smaller revisions faster. I have passed dozens of recommendations to our ADOCS contractors and actually seen many of them implemented. One recommendation for a whole new section, called a Combat Search and Rescue (CSAR) Manager, is currently being finalized for use within less than one year of putting pen to paper.

This is not just an icon, but a whole mini-application that links several units together and ties into a small database. Using this concept, applications can be tailored for a theater or even a conflict.

JMPS is built with this ability in mind using its building block architecture. The Air Force even encourages its users with computer expertise to write small applications for PFPS. The Army wants to field an application and call it done, but that will not work in the 21st century. Software will continually evolve and we must constantly update it to keep up with the times and our capabilities. This method of

constant revision is reliant on contractors and this worries many soldiers, for good reason.

Contractor Issues

While we cannot operate without contractors in peacetime, we must ensure that we can perform without them during war. Using them as described earlier is fine, as long as we do not become dependent on them to operate and maintain our systems.

During war, we must have proficient maintenance personnel that can work without contractor assistance. It is a small matter if changes are not incorporated, and soldiers can be contractor-trained in the States before deploying to the theater. Using today's technology they will be able to provide most technical assistance over the phone, Internet or VTC.

However, someone must be there for the real work. That is where the warrant officer comes into play. Two forthcoming changes have to do with warrants and the roles they play in automation technology. The first is an automation technology warrant officer who is going to each brigade. The second is that the TACOPS officer will become the system administrator of the TOC in aviation units.

Unfortunately, when the new TACOPS school opens at Fort Rucker the training will not match the job description. Training and knowledge of computer operating systems (OSs) is the key to being able to operate without contractors. By using a common OS like Windows 2000, much of the difficulty in training people is alleviated. Windows allows a person to look around and recover from mistakes. UNIX and SCO-UNIX based systems are not as user friendly because they are command line driven (like MS-DOS).

The Way Ahead

Flight school students are now receiving training on AMPS and FalconView. Young aviators are now better prepared to integrate themselves into their first unit. This is the first step in getting the Army away from having computer operators and instead having soldiers operating computers as part of their jobs.

This makes a lot of sense, because in wartime system administrators or operators run the risk of being turned into a fine red mist by an artillery shell. That's why there should not be AMPS or ASAS operators — all aviation and military intelligence soldiers should know how to operate the systems used in their field.

Standardization and training are the keys. After an assignment or two soldiers should receive advanced training in applications and hardware. This would pay huge dividends in the field. Under the current personnel system, soldiers are promoted out of their jobs and into management. The consequence is that junior and inexperienced soldiers usually perform the work to accomplish the mission. The ability to truly exploit capabilities of not just computers but of any weapon system is diminished or lost.

This is a deficiency that will tremendously impact the tactical automation field. To correct this deficiency, teaching soldiers the Windows OS from basic training through War College is a necessity. Beginning graduate-level training for all occupational specialties is the second.

An issue that was not discussed at the MPUC was the type of pipe we will be pushing all this data through. In the 6th Cav. Bde. our digital connection to our higher head-

quarters is undertaken using a satellite van with the best technology the 1960s had to offer. For communication with our subordinates we use the Secure Data Device 1910s that usually connect at 2,400 to 9,600 Baud, on a good day.

The replacement for the 1910, no longer manufactured, is the STE. Unfortunately, the STE provides only 9,600 Baud and ISDN. ISDN does not work in Korea, and really is not practical for tactical use because of the commercial phone company requirements. We are trying to acquire a replacement. The Kasten-Chase RASP Palladium Modem, an NSA-approved COTS product that outperforms both the 1910 and STE, is simple to use and costs significantly less than either. However, it has not yet been approved for Army use.

The Acquisition Dilemma

This lack of an inexpensive and reliable form of secure communications identifies another problem of IT and the Army — timely acquisition.

Yes, acquisition has always been a problem. But to leverage technology we must integrate IT at lightning speed. The whole process of improving software and acquiring hardware must jump to warp speed if we hope to gain a lasting advantage over our potential adversaries.

Conclusions

The Mission Planers Users Conference was a real eye-opening experience for me. I learned a tremendous amount and really began to understand where we are, and where we are headed in the future.

The Army's flexibility to quickly switch from AMPS to PFPS is a good and optimistic sign. The outlook of JMPS is promising. The potential for the Army and technology is overwhelming. Information technology is not the panacea that a lot of people make it out to be. Computers are exact machines but they, too, reflect the Fog of War.

As long as you realize that your digital TOC is organized chaos, just like your old TOC, you will feel right at home. The computers are just giving you more information faster. The fog of war is being replaced by the static of war, but we can overcome that just like we do everything else. Do not be afraid of the technology, even though it is strange and difficult. Leaders need to dive into it and understand what it can and cannot do, and rely less on subject matter experts. Above all, remember that information superiority is like numerical superiority — not necessarily decisive.

For more on the topics covered in this article, visit the following:

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Special thanks go out to MAJ Nakagawa for his timely editing skills and to CW5 Oliver, who introduced me to my first LAN cable.



CW3 William R. Clemons is a tactical operations officer in the Korea-based 6th Cavalry Brigade.

TRAINING and ARMY AVIATION: The Need For HIGHER and OBJECTIVE STANDARDS

By CW5 Mike Moore

For the last 15 years, Army aviation — particularly the U.S. Army Aviation Safety Center — has emphasized risk management, aircrew coordination, and command review as the centerpiece of efforts to reduce accidents while completing the mission. These programs have been rightly judged successful in reducing the number of aircraft accidents, and we certainly need to continue to stress them.

However, I do not believe they will make further inroads upon the accident rate. We need to look elsewhere if we are to increase our ability to protect the force but still accomplish the mission.

In the past two decades the most important area of Army aviation that has not been mined for its accident-reducing potential is flight training. "The safest pilots are the best-trained pilots" is a statement with which most readers would agree, and the only training debate in the last 20 years has been over the amount of time invested in its pursuit. Most pilots want more training time; the Department of the Army believes training time is sufficient in the context of other constraints. Yet both positions miss the point. The discussion should be about the type of training rather than the amount.

The Army's current aviation training philosophy is based on a false premise. It only provides initial familiarization with equipment and

tasks in flight school, and assumes proficiency training will be forthcoming at the aviator's units of assignment. However, the assigned units are known to be underfunded for training purposes, collectively orientated, and possess an operational tempo (OPTEMPO) where individual training needs are often not recognized as possible.

As a result, the majority of training that occurs at the unit of assignment is during actual missions, when the emphasis must be on the mission itself. Training in this environment lacks the necessary cohesion, consistency, and focus required to formulate and sustain desired pilot skills and traits.

TRAINING FOR THE WORST CASE

In constructing a training regimen, one should envision the most difficult tasks the recipients will be called upon to perform — the worst-case scenario — and orient training to that end. In addition, the most important individual pilot qualities and traits required to execute those tasks need

to be specifically identified and enhanced in the individual.

In the area of collective tactical training, that spirit is embodied in the National Training Center and the Joint Readiness Training Center. However, in the realm of individual training, where are the tasks, qualities and traits identified, and who is conducting training specifically to that end?

The Aircrew Training Manuals (ATM) contain basic training tasks, as well as a list of supplemental tasks which commanders may select to support their unit mission. These are flight maneuvers with highly subjective standards of performance which, as a consequence of that subjectivity, tend to gravitate to a minimum level. These maneuvers have the same standards, whether you are a new aviator or possess twenty years of experience. If a novice aviator can perform to the same standards as a veteran, standards cannot be challenging. This failure to provide a progressive standard of performance creates a learning curve that plateaus at an early and low level.



U.S. Army Photo

If the experience compiled over time is of this caliber, what does it really mean when we say a particular aviator is an experienced veteran?

Imagine teaching your teenager to drive, knowing that he must eventually drive downtown during rush-hour traffic in a city renowned for its crazy drivers. The training you provide consists of numerous trips in a quiet suburban neighborhood. Then comes the big day when he gets to take the car to work. He immediately has an accident and your reaction is one of surprise. Many aviation accidents can be placed in the same category. They occur in environments that could readily have been anticipated but for which no training — no experience! — has been provided.

The Army's flight school currently teaches what can be best described as individual familiarization with three subjects: primary flight training, rudimentary instrument training and the fundamentals of tactical flight. Flight proficiency is expected to be achieved when the individual reaches his unit of assignment. But, as noted earlier, this is not happening.

Due to other pressures, pilots are considered to be fully trained and are thrown into the daily routine of their units after the minimum progression. Nowhere are the most difficult individual tasks and the most desirable pilot qualities envisioned or clearly identified. However, to safely accomplish the mission, they must be identified. Here are some of the most important ones.

ESSENTIAL ROUTINE PILOT TASKS AND QUALITIES

Since the inception of the airmobility doctrine, Army aviation has always deployed to areas of high density altitude (DA) and/or mountainous terrain. In this environment, aircraft encounter limits on both power and controllability — and the capability and survivability of the aviator and his craft will be taxed to the maximum.

Historically, high-gross-weight operations have been, and will be, the norm rather than the exception. In addition, aircrews must be able to operate in groups of aircraft, using

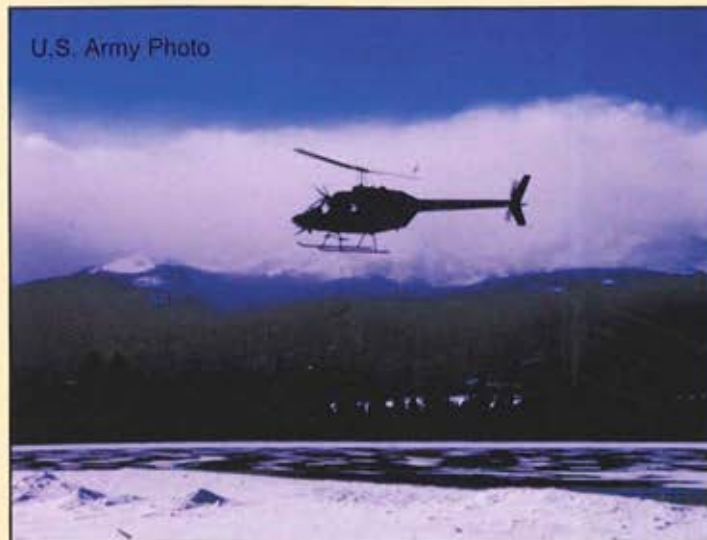
night-vision devices, navigating unfamiliar terrain and coordinating with other arms, all while being engaged by a mix of enemy weapons. This certainly describes the worst-case scenario any pilot can imagine, yet all or many portions of this scenario are in fact often demanded of Army air crews in both peacetime and war. Every aviator must be able to perform this mission as a matter of routine because it describes how we plan to routinely fight.

Having identified the routine mission components training should address, we can now also identify those aviator qualities required to execute them. To perform at the limits of the aircraft's operational envelope requires acute awareness of those limits, an understanding of the exact effects of the environment on those limits and precise aircraft control.

ground, in a three-dimensional, multi-faceted environment, where opportunities, events and conditions have the potential to change in an instant, so an aviator must be flexible and think quickly.

Similarly, the formation of good habits is essential. Under stress, particularly the stress stemming from the worst-case scenario, our perceptual field narrows or collapses and we respond with the habits accrued from training. This fact is manifested in numerous multi-service accidents, represented most recently by the sensational video footage of the Mt. Hood crash in Oregon. Pilots must be able to recognize issues in seconds and respond reflexively.

Correct reflexive reactions are the product of good habit formation, and vice versa. Good helicopter aircrew



Since the inception of the airmobility doctrine, Army aviation has always deployed to areas of high density altitude (DA) and/or mountainous terrain.

Proficiency in these areas must be combined with a high degree of situational awareness and the ability to perform multiple tasks simultaneously and with great efficiency. Task-saturation training is therefore critical in our environment of complex machines and combined arms.

An aviator must be able to have good judgment and he must be encouraged to use it. Judgment is like a muscle, if not used, it atrophies. Helicopters operate close to the

training is about good habit formation, and the opposite is true as well.

An example: A pilot (trained per ATM standards to increase power upon takeoff) is suddenly directed to complete a takeoff without using any additional power and without hitting the ground. It is emphasized and re-emphasized that he is at maximum gross weight while hovering with all available power applied. However, during the takeoff roll and when faced with the potential of ground contact, the pilot

reflexively increases power despite realizing that he shouldn't!

This is a small but deadly example of current training doctrine creating bad habit. There are many more.

POWER MANAGEMENT & OBJECTIVE STANDARDS

Power is the common denominator among all aircraft, and as such can be effectively used to create objective and precise standards. Identifying the power required to execute a given maneuver means that the maneuver can be trained precisely and repeated accurately.

To accurately predict the power required in every maneuver necessitates that power charts be available in each cockpit. These charts are currently available only in the UH-60 and AH-64, but should be provided to all aircraft. Known as Tabular Data, they provide immediate and accurate power information with respect to current capability at any aircraft gross weight and density altitude. Armed with these numbers, there is never a question as to the aircraft's capability from moment to moment.

When pilots use the Tabular Data numbers in a comparative way, it requires very little training to see the precise effects of wind, surface conditions, and approach/takeoff angles on the issue of power and capability. Attention to power allows the pilot to conquer environmental elements decisively. Aerodynamic effects become readily apparent when one is held accountable to the power standard. Pilots easily identify their own shortcomings in areas such as anticipation versus reaction, which results in refined flight control mixing and manipulation. In short, the pilot's ability to precisely control the aircraft will no longer be in doubt.

To achieve this control, pilots are required to know and use their

instrument skills in both VMC and IMC conditions. Wind direction and velocities can be discerned by correlating instruments in the cockpit. Horizontal and vertical control is perfected by consciously cross-referencing instruments, in addition to the traditional cues of the horizon and ground speed. These new habits provide the same dividends in all environments where good visibility is problematic.

All of these crucial benefits come from mandating power as the gold standard of ATM maneuvers. By requiring pilots to always fly to precise power standards regardless of the type of flying conducted, the pilot is always reinforcing the desired habit traits. He is always reinforcing his environmental awareness, anticipating and understanding the aerodynamics of precise control inputs, and correlating instruments. The correlation of these areas increases his ability to see and assess multiple situations and options, as well as contributing to his management of multi-faceted issues. Overall awareness is increased and the ability to task manage is enhanced.

Pilots cannot evade or equivocate in evaluations that are based on power and multi-tasking. They have to be self-training all the time to pass an evaluation predicated on the accurate assessment, prediction and execution of a power standard.

Power standards will prepare the aviator directly for each of the high DA, high gross weight, mountainous, NVG, multi-ship components of the worst-case scenario. In addition, power-standards-based training indirectly enhances multi-ship capability and combined arms training by enhancing a pilot's ability to manage multiple tasks simultaneously. This is truly one of the most desirable traits the modern aviator must possess.

Training can and should be designed that emphasizes this requirement. Like a juggler, as soon as a pilot begins to demonstrate proficiency with two balls he is given a third, a fourth, and so on. This training can be accomplished using video games, simulator scenarios, or anything imaginable that cultivates the ability to task-manage. Task-saturation issues are present in many if not most of our accidents, due to the complexity of modern aircraft and mission demands. All of this and more is what is meant by the term "Power Management," as defined by the High-altitude Army Aviation Training Site (HAATS), located in the mountains of Colorado.

THE ROLE OF THE TRAINER

Lastly, our trainers must redefine their role. They should not be simply encyclopedias of rote and often arcane information, but rather should be visionaries that foresee where their charges might go, what their needs will be, and develop or adapt training with whatever means are at hand.

It is also important that our aviation trainers be intimately aware of the history of their own profession. They need to spend more time thinking about and acting upon the first word in their title — instructor. Teaching is one of the most noble of callings, yet we must have clear and meaningful goals, effective methods, and the highest, unwavering standards if those in our tutelage are to meet the cold and demanding realities of high-DA and max-gross-weight combat helicopter operations.



CW5 Mike Moore is an instructor at the Colorado Army National Guard's High-altitude Army Aviation Training Site in Eagle, Colo. He can be reached via e-mail at mike.moore@co.ngb.army.mil.

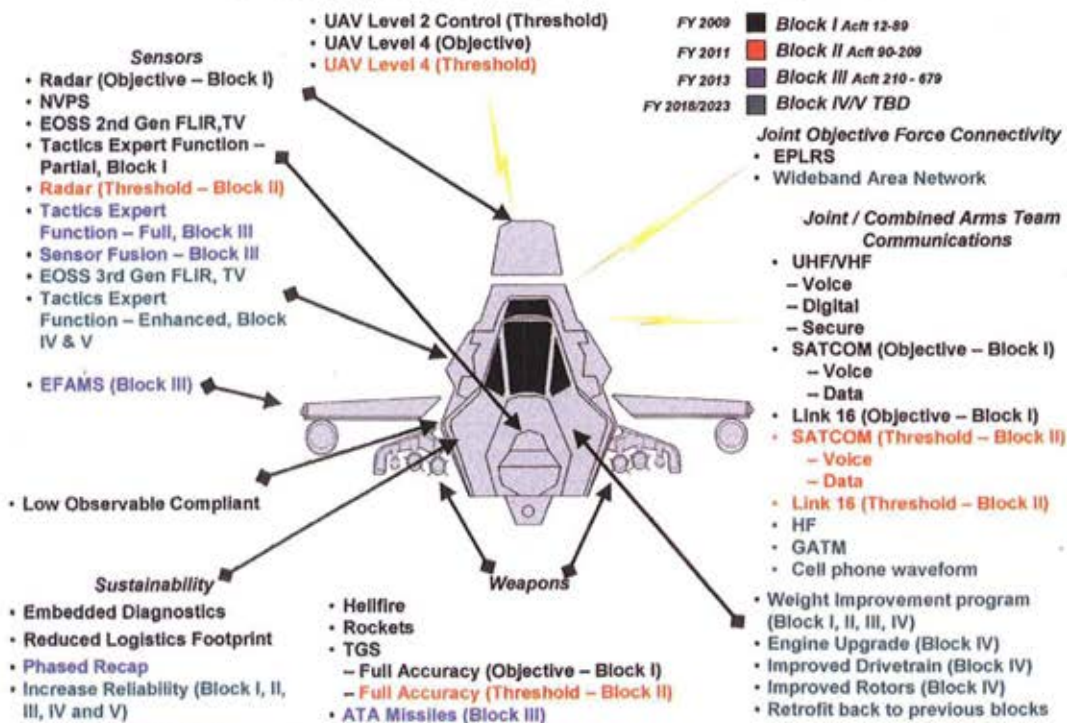


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objective of 650 aircraft. The Army will review the total procurement and rate of buy during the FCS MS B DAB in April 2003.

To continue the process of gaining credibility within the Army, OSD and Congress, the program must demonstrate sustained progress. Thus far, the program has proven success through early delivery of software drop 10.0 in May 2002, which provided functionality of the EMD aircraft controls, processors and displays. In July 2002, the program integrated and flew the night vision piloting system more than two months ahead of schedule. By mid 2003, the program will achieve its summary Critical Design Review (CDR), at which time most of the aircraft systems final designs will be complete. By the summer of 2003 we will deliver the Electro-Optic Sensor System (EOSS) and begin major assembly of the first EMD aircraft in the refurbished, state-of-the-art Comanche facility in Bridgeport, Conn.

Although this program is the most complex undertaking in history for the Army — and arguably for the DOD — the program plan provides the Army a high confidence level that these capabilities will be delivered. IOC in 2009 may seem like a long way out, but given the capability that will be provided and the impact Comanche will have in the Army transformation, it will be worth the wait. My assessment: Comanche is "Structured for Success."



COL Robert P. Birmingham is the project manager, Comanche Project Manager's Office, Redstone Arsenal, Ala.

Northrop Grumman Corporation's Electronic Systems sector has delivered to the Army the first RAH-66 Comanche radar antenna. The azimuth/elevation monopulse feed manifold was delivered ahead of schedule and on-cost, and will now be installed on an AH-64D Longbow mast-mounted assembly for stationary target indicator testing.

Hupp Aerospace/Defense Inc. has become a licensed Boeing provider of tailorable consumable maintenance kits for the Army's CH-47 Chinook helicopter. The five-year license allows Hupp to provide some 25 kits, which include items needed to complete all Chinook scheduled maintenance activities from inspection through repair and overhaul.

General Atomics Aeronautical Systems Inc. has announced that its RQ-1 Predator unmanned aerial vehicle (UAV) has launched a mini-UAV while in flight. This is the first time an operational UAV has demonstrated the capability to carry and launch another UAV. The 57-pound mini-UAV, known as FINDER, was carried on the Predator's wing pylon and released at an altitude of 10,000 feet. Predator is capable of carrying two FINDERS on operational missions.

BAE Systems' Information and Electronic Warfare Systems group has delivered the first AN/AAR-57(V) Common Missile Warning System (CMWS) unit to the Army. The CMWS, combined with the AN/ALQ-212(V) Advanced Threat Infrared Countermeasures System and deployable flares, forms the primary component of the Army's Suite of Integrated Infrared Countermeasures.

Shinseki Announces New FM

By LTC David Ecker

Chief of Staff of the Army (CSA) GEN Eric K. Shinseki announced a new Army training manual Oct. 22 in a speech at the annual meeting of the Association of the United States Army in Washington, D.C. The new field manual is FM 7-0, "Training the Force."

This new document differs from the earlier field manual (FM 25-100) in that it combines training and leadership development into one program; establishes the linkage to joint, multinational and interagency operations; and synchronizes Army training doctrine with the full spectrum of Army operations. These changes came about from the findings in the CSA's Army Training and Leader Development Conferences. This feedback emphasized that leadership development is most effective if it is integrated into all of a unit's training activities, and recommended that Army training doctrine be updated to adapt for full-spectrum operations.

The new manual, which was developed after 21 months of reviews by senior Army officers and noncommissioned officers (NCOs), integrates lessons learned from recent military operations and is applicable to all segments of the Army — active; reserve-component; Army civilians; and combat, combat-support and combat-service-support units.

In his speech, Shinseki noted that while the old training doctrine encompassed in FM 25-100 enabled "soldiers to win the cold war, defeat Iraq in Operation Desert Storm, and dominate the battlefield during operations in Panama, Bosnia, Kosovo and Afghanistan," interviews showed that it could be improved. FM 7-0 retained the basic tenants of FM 25-100, which were fundamentally sound, he said, and updated them to reflect the contemporary operating environment, Army Transformation and technology.

Shinseki noted that this new training doctrine is "designed to leverage the warfighting and collective-training experience from across our formations and more fully utilize the knowledge of our master trainers — our noncommissioned officers." FM 7-0 will be followed soon by the publication of FM 7-1, "Battle-Focused Training," which updates FM 25-101 of the same name. FM 7-0 is the capstone, overarching Army training doctrine, while FM 7-1 deals with the specifics of "how to train." Shinseki said the Army would continue to prepare to fight and win the nation's wars and train soldiers and produce leaders. This updated doctrine is intended to provide a vehicle to enhance Army training based on the new strategic environment. While the doctrine may be changing, the commander of each unit maintains responsibility for all training, Shinseki said. Similarly, training and leadership development continue to be the Army's top priority for the current and future operating environment that will endure into the Objective Force.

LTC David Ecker is a staff member with the Office of the Chief of Public Affairs Strategic Initiatives Division.

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

President George W. Bush has nominated Army National Guard **COL Randall E. Sayre** for promotion to the rank of brigadier general. Sayre is currently director of aviation and safety, Nevada State Area Command, in Carson City, Nev.

The following Army general officer nominations were confirmed by the Senate on Oct. 17:

LTG Burwell B. Bell III, for appointment to the grade of general and assignment as

commanding general, U.S. Army, Europe, and Seventh Army, Germany. He is currently commanding general, III Corps and Fort Hood, Texas.

MG Richard A. Hack, for appointment to grade of lieutenant general and assignment as deputy commanding general, U.S. Army Materiel Command, Alexandria, Va. He is currently AMC's chief of staff.

MG Robert W. Wagner, for appointment to the grade of lieutenant general and assignment as deputy commander, U.S. Joint Forces

Command, Norfolk, Va. He is currently the commanding general, U.S. Army Southern European Task Force in Vicenza, Italy.

BG George A. Buskirk Jr., Army National Guard, for promotion to the grade of major general. He is currently the adjutant general of the Indiana National Guard, in Indianapolis, Ind.

BG David C. Harris, Army National Guard, for promotion to the grade of major general. He is currently the adjutant general, Illinois State Area Command, in Springfield, Ill.



AAAA NEWS

New Chapter Officers

Big Red One:

LTC Samuel J. Ford III, President.

Greater Chicago:

COL Thomas W. Caples, Pres.; CW4 J. D. Badgley, Ret., Sr. VP; CW5 Ronald Keith Lane, Sec.; MAJ Brian E. McInerney, Treas.; LTC John C. Newcomer, VP Membership Enrollment.

Greater Chicago:

LTC David A. Greenwood, Pres.; LTC Marilyn K. Woodward, Sr. VP; SGT Skye M. L. Doran, Sec.; Ms. Teri L. Thomas, Treasurer; MAJ Mathew J. Brady, VP Membership Enrollment; CPT Sean P. Pierce, Vice President Programs.

High Desert:

LTC(P) Tony G. Crutchfield, Pres.; MAJ Steven R. Palmer, Sr. V.P.; MAJ Robert E. Pettit, III, Sec.; CW4 Thomas D. Jackson, Treasurer; MAJ Jerry D. Hubbard, VP Membership Enrollment; CW5 John R. Lund, VP WO Affairs; SFC Drury M. Puckett, III, VP Enlisted Affairs; CPT John F. Litvin, VP Activity; CW3 Raymond A. Quinones, Exec. VP.

Rising Sun:

CPT Chad E. Chasteen, Pres.; SGT Christian A. Roberts, Sec; CPT Charles Lee Moore, Jr., Treas.;

CW3 Kent T. Sapp, VP Programs; LTC Kiyoyuki Takeda, Ret., VP Civilian Affairs; CW3 Eugene K. Okita, VP Chapter Awards; SGT Christopher M. Behrends, VP Public Affairs; SGT Christopher W. Wood, Programs Dir.; SGT Arthur F. Doucette III, Programs Dir.

Tennessee Valley:

COL Robert P. Birmingham, Pres.; Mr. Gary S. Nennering, Sr. VP; Ms. Christine L. Henderson, Sec.; MAJ Albert Carreon, Jr., Ret., Treas.; LTC James D. Pepper, Ret., VP Membership Enrollment; LTC Michael F. McClellan, Ret., VP Programs; LTC Norbert E. Vergez, VP Publicity; LTC (USAR) Ray Woolery, VP Military Affairs; CSM Roscoe Johnson, Jr., VP Enlisted Affairs; COL Norb Patla, Ret., VP Industry Affairs; COL David W. Keating, Ret., VP Civilian Affairs; COL John N. Bertelkamp, Ret., VP Scholarship; LTC Richard B. Pennyquick, VP Chapter Awards; COL William T. Crosby, VP Special Operations; LTC Robert F. Vlasics, Ret., Member-at-Large; Mr. John B. Johns, Government Affairs.

VMI/VWIL:

BG Norman M. Bissell, Pres.; CDT Thomas V. Baldwin, Sr. VP; CDT Kelly M. Baumgartner, VP Membership Enrollment.

New AAAA Life Members

CW3 Kelley Caudle Denny
LTC Frank H. Millard II

Aces

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

Ms. Tammy H. Tuttle

New AAAA Industry Members

Dayton Granger, Inc.
Dayton T. Brown, Inc.

New AAAA Order of St. Michael Recipients

CSM Edward P. Iannone, Jr. (Silver)
James M. Richey (Silver)
Jimmie L. Steelman (Silver)
CW5 Charles Sellers, Jr. (Bronze)
SCM Keith D. Wilbur, Jr. (Bronze)
CW3 Mark D. Marshall (Bronze)
CW4 Matthew Carmichael (Bronze)
CSM Lawrence O. Pate (Bronze)
MAJ Johnathan D. Rodden (Bronze)
CSM Se Il Son (Bronze)
CW4 Alfred Rice (Bronze)
MAJ Fred Manzo (Bronze)
Jesus Tovez, USAF, Ret. (Bronze)
Jeffrey S. Roberts (Bronze)
MAJ Lonnie G. Hibbard (Bronze)
COL Myung-Hyun Bae (Bronze)

LTC Kenneth L. Bulhotz (Bronze)
COL Jerry H. Roth (Bronze)
LTC Gary C. Stone (Bronze)
CW4 Edward A. Petrow (Bronze)
MAJ Bruce V. Sones (Bronze)
1SG Louis C. Felicioni (Bronze)
CW3 Thomas J. Wickey (Bronze)
CW3 Douglas Miller (Bronze)
CW3 Robert Bonino (Bronze)
CW3 Larry Peterson (Bronze)
SFC John W. Kirkland (Bronze)
CW4 Steve D. Gilbreath (Bronze)

AAAA Soldier of the Month

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

SPC Travis A. Davidson
October 2002
(Oregon Trail Chapter)

PFC Eryn D. Moore
November 2002
(Oregon Trail Chapter)

In Memoriam

Stanley E. Cagle
Richard D. Clark
LTC Robert M. Deets, Ret.
COL William S. Hawkins
CW3 Joseph T. Kuntz



COL Doug Eller, commander of the 21st Cavalry Brigade and III Corps aviation officer, presents the Bronze Order of Saint Michael to MG George Higgins, III Corps deputy commanding general (DCG) on Oct. 2 at Fort Hood, Texas. During his two-year tenure as III Corps DCG, Higgins adroitly led and supervised corps-level aviation operations through personal involvement in the areas of training, standardization, safety and maintenance. Higgins has been assigned to Korea as the C-3/J-3.

It is with great regret that we note the death on Oct. 12 of **MAJ Jim Campbell (Ret.)**, a widely known figure in Army aviation and a charter member of AAAA.

Born in 1931 in North Carolina, Campbell spent 22 years on active duty. A master Army aviator and Vietnam veteran, he was later named a distinguished member of the Transportation Corps Regiment. After his retirement he became a real-estate appraiser in Statesville, N.C., where he lived until his death.

Campbell is survived by his wife, two sons, two daughters and two grandsons. He was interred Oct. 14 at Oakwood Cemetery in Statesville.

ATTENTION AAAA MEMBERS!!!

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Bush Signs Appropriations Act

AAAA was represented by Executive Director Bill Harris when President George W. Bush signed the fiscal year 2003 Defense Appropriations Act (H.R.5010) on Oct. 22 at the White House. The Senate passed the act by a vote of 93-1 (Sen. Russell Feingold, D-WI, was the lone "no" vote). Since the House had already approved it, the measure went to the president for signature.

This is an awkward situation for the House and Senate Armed Services Committees, whose FY 2003 Defense Authorization Bill (H.R.4546) is still hung up in negotiations over the concurrent-receipt issue. The authorization bill is what formally authorizes service-manning levels, pay raises, procurement, benefit changes and everything else in the defense budget — including, hopefully, authority for concurrent receipt of military retired pay and Department of Veterans Affairs (VA) disability compensation.

The appropriations bill normally follows afterward to provide the funds to implement those things. This year, the legislative cart is before the horse, a situation Armed Services Committee leaders hate. They're supposed to be driving the train, but the out-of-sequence action leaves them frustrated in the caboose.

Hopefully, that situation changed with the passage of an authorization bill when both chambers returned for what was scheduled as a three-day, lame-duck session. In those three days, legislators hoped to make decisions on the rest of the appropriations bills, the defense authorization bill and several other issues.

It seems pretty optimistic to think Congress could finish in three days what it couldn't in the past three months. So the lame duck may end up limping farther than expected — possibly into the next Congress.

House Approves Raising TSP Contributions

The House passed without objection Rep. Connie Morella's (R-MD) bill (H.R. 3340) that permits federal Thrift Savings Plan participants, including active-duty and reserve-component members of the uniformed services, age 50 and older, to make additional "catch up" contributions to their federal savings plans, above any other tax-deferred limits.

IRS tax changes allowed age 50 and older participants in private and public sector pension (401K) plans to make an additional \$1,000 contribution to their plans, starting in 2002. This change was made to allow older employees to "catch up" on their tax-deferred savings and retirement plans, which weren't available earlier in their careers. Unfortunately, these tax changes didn't apply to the federal TSP, because it is governed by a separate provision of law.

Morella's bill aligns the federal TSP with similar plans in the private sector. Starting in 2003, TSP participants, age 50 and older, including active duty and Reserve members of the uniformed service, will be allowed to contribute an additional \$2,000 above any other maximum allowable tax-deferred contribution. This "catch-up" contribution rises by \$1,000 a year, until 2006, when the maximum "catch up" contribution caps at \$5,000.

The Military Coalition (TMC) expects H.R. 3340 to be adopted by the Senate, where Sen. Daniel K. Akaka (D-HI) has sponsored a similar bill (S. 1822).

TFL Celebrates One-Year Anniversary

TMC and The Retired Officers Association (TROA) representatives joined TRICARE leaders and other dignitaries at an Oct. 1 celebration of the first anniversary of implementation of TRICARE For Life. TFL, which went into effect on Oct. 1, 2001, marked the restoration of military health coverage for Medicare-eligible military beneficiaries.

TROA has been impressed with the successful implementation of TFL. We are grateful to our partners in TMC and the TRICARE Management Activity, who have been pivotal in that success. At the same time, we recognize additional steps are needed to guard against degradation in the future. Improvements such as those covered in Medicare reform legislation (mentioned above) will help ensure that TFL remains a world-class health-care benefit.



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

Military Tax Bill Clears Senate

The Senate has approved H.R.5063, the Armed Forces Tax Fairness Act of 2002. Among other provisions, the bill would:

- Exempt from taxes the full \$6,000 death gratuity for survivors of members killed on active duty (currently, only half is tax-free).
- Improve capital gains tax equity for Foreign Service and uniformed service homeowners by exempting up to five years of time spent away from home on official orders from counting against the requirement to have occupied the home for at least two of the five years immediately preceding sale.
- Restore a full tax deduction for reserve-component members' training-related travel and lodging expenses.
- Exempt Homeowner Assistance Program payments from taxation (paid to members whose homes are devalued by base realignment/closure actions).
- Extend tax filing delay provisions to any military personnel serving in overseas contingency operations (not just combat zones).

TMC and TROA were glad to see the inclusion of an amendment offered by Sen. John McCain (R-AZ) that makes the homeowner tax provision retroactive to 1997.

A conference committee now must resolve the differences between the House and Senate versions of the bill. The House version of H.R.5063 only includes the first two provisions listed above, and does not carry any retroactivity for homeowner tax relief.

Veterans Benefits Legislation Update

Key Senate and House leaders are hoping to see final action on veterans benefits legislation before the end of the session. But they face the same stresses as the advocates of other pending legislation ... there's not much sand left in the hourglass.

Sen. Rockefeller's S.2237, however, has a chance of final passage since it cleared the full Senate by voice vote on Sept. 26. Among its many provisions, S.2237 would:

- Grant a presumption of service connection for hearing loss associated with certain military skills;
- Authorize protections under the Soldiers and Sailors' Civil Relief Act for National Guard members mobilized by states for homeland-security activities (a TROA and TMC legislative objective);
- Clarify the entitlement to special monthly compensation for female veterans who have service-connected mastectomies;
- Increase Medal of Honor stipends from \$600 to \$1000 per month, add a cost-of-living adjustment, and authorize lump-sum payments retroactive to the date of the valorous act (TROA legislative objectives);
- Authorize a pilot VA program to guarantee adjustable-rate mortgages and hybrid adjustable-rate mortgages.

Senate and House discussions are ongoing to craft a final version of S.2237 that will be acceptable to both chambers.

In the House, Rep. Mike Simpson (R-ID), chairman of the Veterans' Benefits Subcommittee, is sponsoring a bill (H.R.5235) that would authorize a new compensation system for former prisoners of war (POWs). Under Simpson's legislation, POWs detained 30 to 120 days would receive \$150 per month, those detained 121 to 540 days would receive \$300 per month, and those detained for 540 or more days would receive

AAAA NEWS

\$450 per month. The compensation would be paid without regard to any other government compensation paid to these veterans.

Currently there are nearly 43,000 living American ex-POWS, the majority of whom served during World War II.

FEHBP Demonstration Ends

The Department of Defense (DOD) Federal Employees Health Benefits Program (FEHBP) Demonstration Project will end Dec. 31. Beginning Jan. 1, 2003, FEHBP Demonstration Project beneficiaries will resume health-care coverage with TRICARE. The FEHBP Demonstration Project was mandated by Congress for three years and was jointly sponsored by DOD and the Office of Personnel Management.

The demonstration project was implemented on Jan. 1, 2000, and was among several DOD demonstration projects intended to improve health-care options for Medicare-eligible beneficiaries. The FEHBP Demonstration Project was available in 10 demonstration sites within the United States and Puerto Rico.

TRICARE options for beneficiaries enrolled in the demonstration project will vary according to their beneficiary category. FEHBP Demonstration Project beneficiaries who are age 65 and over, Medicare eligible and enrolled in Medicare Part B may begin to use TRICARE For Life, DOD's wraparound Medicare coverage, immediately when the demonstration ends.

Beneficiaries who are age 65 and over and Medicare eligible, but who are not enrolled in Medicare Part B, may purchase Part B during a special enrollment period that will be announced later. This special enrollment period will allow these beneficiaries to become eligible for TRICARE For Life benefits on Jan. 1, 2003. A premium surcharge may be imposed on beneficiaries who declined enrollment in Medicare Part B when they first became Medicare eligible.

Health-care options for beneficiaries who are not Medicare eligible may include TRICARE Prime, TRICARE Extra and TRICARE Standard. Beneficiaries who are under age 65 and are Medicare eligible due to a disability or end-stage renal disease must be enrolled in Medicare Part B in order to be eligible for TRICARE Prime, TRICARE Extra or TRICARE Standard, and they will receive DOD's wraparound Medicare coverage, TFL.

Under TRICARE Prime, beneficiaries may enroll with a primary care manager at a military treatment facility (MTF) or within an established net-

work of civilian providers. Retirees and their families may enroll in TRICARE Prime. Costs for TRICARE Prime include annual enrollment fees (\$230 per individual or \$460 per family) and minimal copayments for care received in the civilian network. TRICARE Prime may not be available in all locations.

TRICARE Extra is a preferred provider option that allows beneficiaries the freedom to choose from any TRICARE network provider. TRICARE Extra providers agree to accept the TRICARE maximum allowable charge (TMAC) for services rendered. Beneficiaries are responsible for a 20 percent cost share after deductibles are met. TRICARE Extra may not be available in all locations.

TRICARE Standard is a fee-for-service option that allows beneficiaries to choose from any TRICARE-authorized provider. Cost shares are five percent higher than TRICARE Extra after deductibles are met. Beneficiaries who use TRICARE Standard may be responsible for additional charges from the provider (up to 15 percent above the TMAC). Some outpatient procedures and certain specialized treatments may require beneficiaries to obtain nonavailability statements from nearby MTFs before using TRICARE Standard.

TRICARE pharmacy benefits also are available. Beneficiaries may have prescriptions filled at MTF pharmacies free of charge, or for a nominal fee, prescriptions may be filled through the National Mail Order Pharmacy (NMOP) or at civilian network and non-network pharmacies.

TRICARE Management Activity will mail information about the demonstration project end date and future health care options to beneficiaries of the FEHBP Demonstration Project. Beneficiaries also may contact the FEHBP Demonstration Project Customer Care Center from 9:00 a.m. to 7:30 p.m. EDT at (877) 363-3342 (English) or at (866) 363-3342 (Spanish), or visit the TRICARE Web site at www.tricare.osd.mil/fehbp/ for more information.

2002 COLA Will Be 1.4 Percent

The Bureau of Labor Statistics (BLS) announced the September update of the Consumer Price Index (CPI), which determines the cost-of-living adjustment (COLA) to various federal programs including military retired pay, survivor benefits, and veterans compensation, as well as Social Security annuities and many others.

The COLA for all those programs will be 1.4 percent, effective Dec. 1 and payable in the checks that will be received on Jan. 2, 2003.



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AAAA ANNUAL DUES

Applications other than those listed below:
 () 1 yr, \$26; () 2 yrs, \$47; () 3 yrs, \$70
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() Army Reserve	() US Defense Industry &
() Army Retired	Military Retired
() Foreign Military Service	() Consultant
() Foreign Defense Industry	() Publishing/Other Assn.
() Other	

Are you a former AAAA member? ☐ Yes ☐ No

If yes, what year did you join?

Chapter Affiliation Preferred

Print Name of Recruiter

CW2 Louis Richard Rocco (Ret.)

It is with profound regret that we note the death on Oct. 31 of CW2 Louis Richard Rocco (Ret.). A member of the Army Aviation Hall of Fame and a former Army medic and Vietnam War Medal of Honor recipient, he was also a tireless advocate for veterans.

In 1974, on his second tour in Vietnam, Rocco's medical-evacuation helicopter was downed by hostile fire. Despite serious hip and back injuries, Rocco carried three other crewmembers to safety before passing out. When he received the Medal of Honor that year, he became the only New Mexican to receive the nation's highest military honor for Vietnam service while still alive.

Rocco's service to the nation did not end when he left the Army. In 1978 he started the Vet Center in Albuquerque, N.M., as well as a shelter for homeless veterans and a nursing home in Truth or Consequences, N.M. He was also instrumental in obtaining tuition waivers for veterans attending state-run colleges. Rocco ultimately became the director of New Mexico's Veterans Service Commission. In recent years, even as his health failed, Rocco worked on programs to keep children away from drugs and violence.

Rocco was laid to rest with full military honors at Fort Sam Houston National Cemetery on Monday, Nov. 4.



Monmouth Chapter

LTC John DiNapoli (on right of photo at left) and CW5 Ray Ferrari (on right of photo at right) of 1st Battalion, 150th Aviation, New Jersey Army National Guard, are awarded the Bronze Order of St. Michael by BG Glenn K. Rieth (far left in both photos), the adjutant general of New Jersey and a Master Army aviator. The awards were given during a change of command ceremony held at Army Aviation Support Facility #1 on Nov. 3. DiNapoli relinquished command of the battalion to LTC Robert Vicci.



SOLICITATION NOW UNDER WAY FOR CY02 AAAA NATIONAL AWARDS

Suspense: Jan. 15, 2003

- Non-Commissioned Officer of the Year, sponsored by Lockheed Martin.
- Joseph P. Cribbins Department of the Army Civilian of the Year, sponsored by The Boeing Company.
- James H. McClellan Aviation Safety Award, sponsored by GE Aircraft Engines.
- Aviation Soldier of the Year, sponsored by Bell Helicopter Textron (CY01 presentation pictured at right).
- Army Aviator of the Year, sponsored by Sikorsky Aircraft Corporation.
- The Robert M. Leich Award, sponsored by Northrop Grumman Corporation, ESSS.
- Outstanding Army Aviation Unit of the Year (USAR), sponsored by Honeywell.
- Outstanding Army Aviation Unit of the Year (ARNG), sponsored by Honeywell.
- Outstanding Army Aviation Unit of the Year (Active), sponsored by The Boeing Company.



Nomination forms are obtainable from the AAAA National Office
755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450; FAX: (203) 268-5870,
as well as on the AAAA Website: www.quad-a.org. **Suspense is 15 Jan 03.**



On Thursday, Sept. 12, AAAA National Executive Board member **COL Howard W. Yellen** (center) was promoted to brigadier general by LTG William P. Tangney (left), deputy commander of U.S. Special Operations Command, and his real senior rater, Susan Yellen (right). BG Yellen is the deputy commanding general, U.S. Army Special Operations Command, at Fort Bragg, NC.

NEW MEMBERS

AIR ASSAULT CHAPTER FORT CAMPBELL, KY

CW3 Richard J. Gregg
2LT Walter G. Gresham
CW3 Craig A. Lessor
CW4 Benjamin D. Savage

ALOHA CHAPTER HONOLULU, HI

CW2 Keith O. Bean
CPT John R. Walters

AMERICA'S FIRST COAST CHAP. JACKSONVILLE, FL

Mr. Gerald H. Balz

AVIATION CENTER CHAPTER FORT RUCKER, AL

2LT Jerrod C. Adams
Mr. Sergio Akselrad
WO1 James J. Almerigotti, Jr.
2LT Kevin P. Andreson
CW4 Robert P. Antoskow, Ret.
2LT William T. Ault
CPT Allan P. Baker
2LT Spencer C. Baker
2LT Andrew W. Banister
WO1 Raymond R. Bell
2LT Sid P. Bergstresser
WO1 Christopher L. Bolivar
WO1 Jason W. Bostic
2LT Brian L. Brown
WO1 Michael D. Brown
WO1 Warren H. Brown, IV
WO1 Timothy J. Brundage
WO1 Joshua R. Buhl
WO1 Steven W. Campbell
2LT Kip M. Chojnacki
CW4 Vic Dabney
WO1 Vic D. Darnasco
2LT Wesley W. Davison
Mr. Daniel J. Devers
WO1 Richard S. Dix
2LT John T. Driscoll
2LT Nicholas A. Duncan
2LT Ryan D. Fugit
2LT Tiffani A. Glowacki
WO1 Jose A. Gomez
2LT Joseph S. Gray
WO1 Edward B. Griffie, Jr.
WO1 Kristopher S. Groth
WO1 Brett W. Haskin
WO1 Randy L. Hendrix
2LT Joseph P. Holland
2LT Michael J. Humblo
2LT Daniel D. Izzo
2LT Sam S. Jin
WO1 Brian R. Johnson
CW3 Darwin G. Johnson
2LT George S. Kater
WO1 Megan M. Knight
WO1 Adam C. Kohl
WO1 Timothy L. Lane
WO1 Robert W. Larson

WO1 Jeffrey J. Leach
WO1 Meaghan M. Lombard
2LT Robert E. Lowrance
WO1 Shane J. Luke
2LT John R. Macharrie
WO1 Jose A. Marquez
WO1 Aaron C. Marsh
WO1 Kenneth W. McClendon
WO1 Chris J. McConnell
2LT Brian T. McCoy
WO1 Jeffrey L. Metter
WO1 Christopher L. Miller
2LT Kim A. Mitchell
WO1 Jaime Morales
WO1 Gretchen A. Moran
WO1 Javier Ortiz-Busigo
2LT Joshua T. Owens
WO1 Lori S. Oxyer
WO1 Colin M. Page
2LT Viterbo D. Pedregon
2LT Nicholas J. Ploetz
WO1 Neil G. Pound
WO1 Christopher G. Pratt
WO1 John T. Rechten
CPT Alvaro F. Roa
WO1 Gregory W. Robertson
WO1 Daniel H. Rodriguez
2LT Juan A. Rodriguez
WO1 Carlos M. Roman
WO1 Mark R. Rouillard
WO1 Thomas D. Russo
WO1 Joshua M. Scott
1LT Trenten J. Short
2LT Paige L. Shoun
WO1 Derek M. Skinner
WO1 Brian M. Smith
2LT James M. Snowden
MAJ Allen D. Soukup
2LT Adam C. Springer
2LT Matthew W. Styles
WO1 Mark D. Thomas
2LT Joseph A. Torres
MAJ Thomas von Eschenbach
WO1 Nicholas L. VonMuenster
WO1 Justin B. Watts
WO1 Susan M. Weathers
SSG Montigo White
2LT Jack H. Windes

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SGT Alice V. Cooper
SGM C. L. Gray-Wrightington
SSG Susan Harris
Mr. Timothy J. Hickey

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SFC Eric C. Neissel
SGT Nancy E. Phelps
SFC Felix R. Pilot, Ret.
SFC Calvin L. Randall
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CPT Alex L. Wehmeyer
SSG Robert L. Williams
1SG Timothy W. Young

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LTC Shaun P. Copelin
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SFC Drury M. Puckett, III

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1LT Jeff R. Rosenberg
CW2 Edward P. Walker

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Mr. Jeff Busch
LTC Gregory D. Davis, Ret.
Mr. Bill Perry
Mr. Mike Sheaffer

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MAJ Lawrence W. Hallstrom

OREGON TRAIL CHAPTER SALEM, OREGON

SPC Travis A. Davidson
PFC Eryn D. Moore

PHANTOM CORPS CHAPTER FORT HOOD, TX

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CW5 Samuel G. Oliver

PIKES PEAK CHAPTER FORT CARSON, CO

Mr. Barry Riddle
MAJ(P) Robert A. Spuhl

SAVANNAH CHAPTER FT STEWART/HUNTER AAF, GA

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CW3 Bienvenido Perez, Jr.

LTC Daniel E. Williams

STONEWALL JACKSON CHAPTER SANDSTON, VA

CW2 Michael D. Ballagh
SGT Fabian V. Crawford
CPT Carl E. Engstrom
CW5 Norman H. McIntosh
CW4 Stephen M. Tuck

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MAJ George M. Kyle

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SGT Edward L. Cate
Mr. James W. Cossey
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Mr. Shawn J. Hoban
MAJ Michael C. Lampe
MAJ Robert H. Lee, Ret.
MSG David E. Manning, Ret.
SSG Ronald A. Wingfield

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Mr. Mike Whitehead

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Mr. Richard L. Kessinger
MAJ Robert C. Mancini
1LT Mike T. McFarland II
2LT Scott M. Ryman
Mr. Jeff Smith
CDR Arthur F. Trahan

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CW3(P) Mark G. Atkins

MEMBERS WITHOUT CHAPTER AFFILIATION

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Mr. Rob Evans
CW4 William C. Gilmore
Mr. Dakota Gullickson
LTC Walter Kuehn, Ret.
LTC Bernard H. McLaughlin
Mr. Sammy McVay
MAJ James M. Ogle, Ret.
CW4 Curtis E. Skoog
CPT Steve D. Small
CAPT Thomas Venable
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What do you call an AAAA scholarship recipient?

Mom, dad, son, daughter, brother, sister, officemate, soldier...me!

With today's skyrocketing education costs, each dollar buys less education than ever before. Only through your continued financial support can the AAAA Scholarship Foundation continue at the level of service that has helped so many for so long.

For nearly 40 years, the AAAA Scholarship Foundation has helped more than 1,200 soldiers; association members and their children, spouses and siblings realize their dreams through grants and interest-free loans for graduate, undergraduate and technical programs.

Whether it's an annual individual gift, participation in a chapter's scholarship drive or contribution through the Combined Federal Campaign, every dollar helps members of the Army aviation community make an investment with a guaranteed return for themselves, their community and the country—an investment in education.

To obtain AAAA scholarship application forms or learn more about the many ways to strengthen the foundation's endowment, call now or visit the website at www.quad-a.org.



AAAA Scholarship Foundation, Inc.

755 Main Street, Suite 4D • Monroe, CT 06468-2830

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ARMY AVIATION ASSOCIATION OF AMERICA UNITED STATES ARMY AVIATION & MISSILE COMMAND

Joseph P. Cribbins Product Support Symposium

Von Braun Center — Huntsville, AL

TRANSFORMATION LOGISTICS

12 to 14 February 2003



The Army Aviation Association of America (AAAA) and the United States Army Aviation and Missile Command (AMCOM) will co-sponsor the 29th Annual Joseph P. Cribbins Product Support Symposium for interested members of industry and the aviation logistics and acquisition communities on 12 to 14 February 2003. The theme of this year's symposium is "Transformation Logistics".

The purpose of the Product Support Symposium is to stimulate dialogue among industry executives, senior government officials and military leaders concerning the contribution Army Aviation will make, in the areas of materiel acquisition and logistics, in achieving the Army's Transformation vision.

The symposium will consist of individual and panel presentations with follow-on question and answer sessions on the fol-

lowing topics: Operational Overview, Industry Perspective, Aviation Requirements, Modernization, Sustainment and Obsolescence.

The Product Support Symposium will provide a unique opportunity for senior leaders from industry, the military, and the government to interact and share their thoughts on the future of aviation logistics. The key objective of this year's symposium will be to build on last year's transformation discussion on how industry and the government can work together to overcome Army Aviation's Sustainment and Obsolescence Issues.

For further information regarding the symposium, please contact Janice Sanders or Connie Armstrong of AEPCO, Inc. at (256)464-9191 or via email at Sanders_janice@aepco.com or Armstrong_connie@aepco.com respectively.

Tuesday, 11 February 2003

0700-1630 Worldwide Aviation Logistics Conference (WALC) — Sparkman Center
0700-0830 PSS Registration at the WALC — Sparkman Center

0955-1015 Break
1015-1040 Industry Keynote Speaker
1040-1105 PEO, Aviation Update

Lunch:
1130-1300 Luncheon Speaker

Afternoon Session:
1300-1430 Sustainment Panel

Wednesday, 12 February 2003

0800-1630 Worldwide Aviation Logistics Conference (WALC) — Sparkman Center
0700-0830 PSS Registration at the WALC — Sparkman Center
1400-1900 PSS Registration — Huntsville Hilton
1630-1930 Early Bird Reception Hosted by Tennessee Valley Chapter (TVC), AAAA — Huntsville Hilton

1430-1500 Break
1500-1630 Obsolescence Panel

***Evening Session:** Coat & Tie — Von Braun Center
1830-1930 Reception
1930-2045 Dinner
2045-2200 Awards Presentation and Guest Speaker/Entertainment

Thursday, 13 February 2003

Morning Session:

0630-0730 Continental Breakfast — Von Braun Center
0700 Registration Opens
0815-0835 Opening Remarks, COL Robert Birmingham, TVC President
0835-0905 Government Keynote Speaker
0905-0930 AMCOM Update
0930-0955 Operational Perspective

Friday, 14 February 2003 — Bob Jones Auditorium

0800-0810 Welcome
0810-1200 General Officer Review Board (GORB)
1200 Closing Remarks

*All sessions except Evening Session dress will be:
• Military - Duty Uniform
• Civilian - Appropriate Civilian Attire
• Speakers -
• Military - Class A
• Civilian - Coat & Tie



AAAA Joseph P. Cribbins 29th Annual Product Support Symposium Registration Form



Von Braun Center ** Huntsville, AL ** 12-14 February 2003

SPONSORED BY THE TENNESSEE VALLEY CHAPTER OF THE ARMY AVIATION ASSOCIATION

REGISTRATION DEADLINE: 25 January 2003

RANK/TITLE: _____ NAME: _____
UNIT/COMPANY (for badge): _____ FIRST M LAST Nickname for Badge
COMPANY ADDRESS: _____
CITY: _____ STATE: _____ ZIP _____
TEL: _____ FAX: _____ EMAIL: _____

*If you work for a Defense Contractor on a Full-Time, Part-Time or Consulting basis, you are **NOT** eligible for Govt/Mil registration fee, even if you are retired military.*

	12-13 Feb 03	Briefings	13 Feb 03	13 Feb 03	1 YEAR	TOTAL
	Registration	on CD	Luncheon	Banquet	MEMBERSHIP	PAID
AAAA Member						
Industry Fees	____ \$295	Included	Included	Included	NA	\$ ____ .00
Govt/Mil Fees	____ \$30	Included	____ \$20	____ \$30	NA	\$ ____ .00
Spouse Fees (name for badge)	____	____	____ \$20	____ \$30		\$ ____ .00
Late Registration Fee (Payments postmarked after 25 Jan 03/Same Day Registration)	____	Additional \$50				\$ ____ .00
Non AAAA Member						
Industry Fees	____ \$325	Included	Included	Included	____ \$26	\$ ____ .00
Govt/Mil Fees	____ \$35	Included	____ \$20	____ \$30	____ \$26	\$ ____ .00
Spouse Fees (name for badge)	____	____	____ \$20	____ \$30		\$ ____ .00
Late Registration Fee (Payments postmarked after 25 Jan 03/Same Day Registration)	____	Additional \$50				\$ ____ .00
All payments are due and must be postmarked by 25 January 2003						GRAND TOTAL \$ ____ .00

Early Bird Reception at the Hilton on Feb 12th

Method of Payment: (CREDIT CARDS NOT ACCEPTED)

☐ Cash ☐ Personal Check ☐ Business Check

Make Checks payable to: AAAA Product Support Symposium

If cancellation is necessary, refunds of registration fees less a \$50.00 administrative fee will be provided only upon receipt of written notice of cancellation when postmarked by 25 Jan 03 - No refund after 25 Jan 03

Please fax receipt to fax number given above ☐ (check here)

Mailing Instructions

Please return completed registration form & appropriate fees to:

AEPCO, Inc.

Attn: Connie Armstrong

Meadow Green Centre, 9238 Madison Blvd., Building 2, Suite 110, Madison, AL 35758

TEL: (256)464-9191 FAX: (256)464-9291 EMAIL: armstrong connie@aepeco.com

Hotel Reservations

TO MAKE YOUR RESERVATION, CONTACT THE HOTEL DIRECTLY AT (256) 533-1400

Huntsville Hilton, 401 Williams Ave. Huntsville, AL 35801. Please refer to the "AAAA Product

Support Symposium" when making reservations to receive the reduced rate.

Reservations received after 22 January 03 will be on a space available basis only.



On Sept. 24 the Old Tucson Chapter presented the Bronze Order of St. Michael to CW5 Charles W. Sellers Jr. (Ret.) (left), who until his retirement was the commander of the Arizona Army National Guard's Detachment 31, OSAA. The award was made by MG David P. Rataczak (right), adjutant general of the Arizona Guard.



The AAAA Scholarship Foundation, Inc. (AAAASF) is now part of the Combined Federal Campaign (CFC), a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately \$195M in pledges annually.

In 2002, the AAAASF received a total of over 280 applications and awarded 90 grants and loans totalling \$152,000. These awards are made on the basis of academic merit only and the applications are scrubbed to remove all references to the names and ranks of their AAAA member relative.

Don't forget, all overhead costs are borne by the AAAA so that 100% of your contribution (net CFC charges) go directly to AAAA Scholarship Foundation, Inc. awards. Help us reward more of these outstanding students with larger awards.

Tax-deductible donations may also be made directly to the

AAAA Scholarship Foundation, Inc.

755 Main Street, Suite 4D, Monroe, CT 06468-2830
E-Mail: aaaa@quad-a.org; Telephone: (203) 268-2450
FAX: (203) 268-5870

Combined Federal Campaign



ARMY AVIATION MUSEUM FOUNDATION, INC. U.S. ARMY AVIATION MUSEUM

FLIGHT LINES

FlightLines is a unique interactive, computerized archive of the personal histories submitted to the program. These records give website viewers a firsthand look at the faces and deeds of aviators and aviation enthusiasts through history. Website viewers can call up the photos and in-depth information of friends, relatives, colleagues, or fellow crew members on the website, or browse through sections of historical or technical interest.

FlightLines is open to anyone interested in sharing their aviation-related career information with museum visitors, regardless of military service.

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Join those who have entered their personal civilian and military histories associated with Army Aviation. With your help, this important database will add a personal facet to the story of Army Aviation for researchers and casual visitors alike. Your entry will also support the Army Aviation Museum Foundation, Inc. and the U.S. Army Aviation Museum, dedicated to preserving the past for the future. Start now by sharing your history with tomorrow's aviators.

For more information contact:

ARMY AVIATION MUSEUM FOUNDATION, INC.

P.O. Box 620610, Fort Rucker, AL 36362-0610
Phone: (334) 598-2508 or 1-888-ARMY-AVN



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, Monroe, CT 06468-2830. Tele: (203) 268-2450; FAX: (203) 268-5870; E-Mail: aaaa@quad-a.org.

Bainbridge, Paul D., SGT	Goldberger, Nathan P., CPT	Nalls, John C., CPT
Barry, Daniel E., WO1	Hardwick, Willis C., LTC,	Parsons, Joseph W., WO1
Blackwell, Seth S., 2LT	Ret.	Peterson, Casey W., WO1
Burke, John D., COL	Howard, Matthew D., WO1	Sandejas, Ramon A., WO1
Clark, Thomas B., Mr.	Hufnagle, Bob, Mr.	Scotson, Clayton B., 2LT
Crowell, Cynthia A., LTC	James, Ian M., WO1	Stoner, Richard E., WO1
Dempster, Doug L., M., GEN	Kilroy, Patrick J., MAJ	VanVuren, Kane S., WO1
Elmore, Debra A., Ms.	Leija, Ivan E., SGT	Whattley, Shana M., 2LT
Elmore, Robert G., Mr.	McIntyre, Michael E., SFC	

- Jan. 7-9, 2003. AUSA/AAAA Aviation Symposium & Exposition, Fairview Park Marriott, Falls Church, VA.
- Jan. 18. AAAA Morning Calm Chapter Ball, Seoul, Korea.
- Jan. 31-Feb. 1, 2003. AAAA National Awards Selection Meeting, National Guard Readiness Center, Arlington, VA.
- Jan. 31. AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- Feb. 1. AAAA National Awards Selection Meeting, National Guard Readiness Center, Arlington, VA.
- Feb. 2-7. Aviation Leaders Conference (ALC), Fort Rucker, AL.
- Feb. 5. Aviation Center Award Banquet, Fort Rucker Officer's Club, Fort Rucker, AL.
- Feb. 12-14. AAAA Joseph P. Cribbins Annual Product Support Symposium, Huntsville, AL.
- Apr. 9-12. AAAA Annual Convention, Fort Worth, TX.
- Jul. 18. AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- Jul. 19. 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 John N. Dailey (Ret.) Army Aviation Hall of Fame 2001 Induction

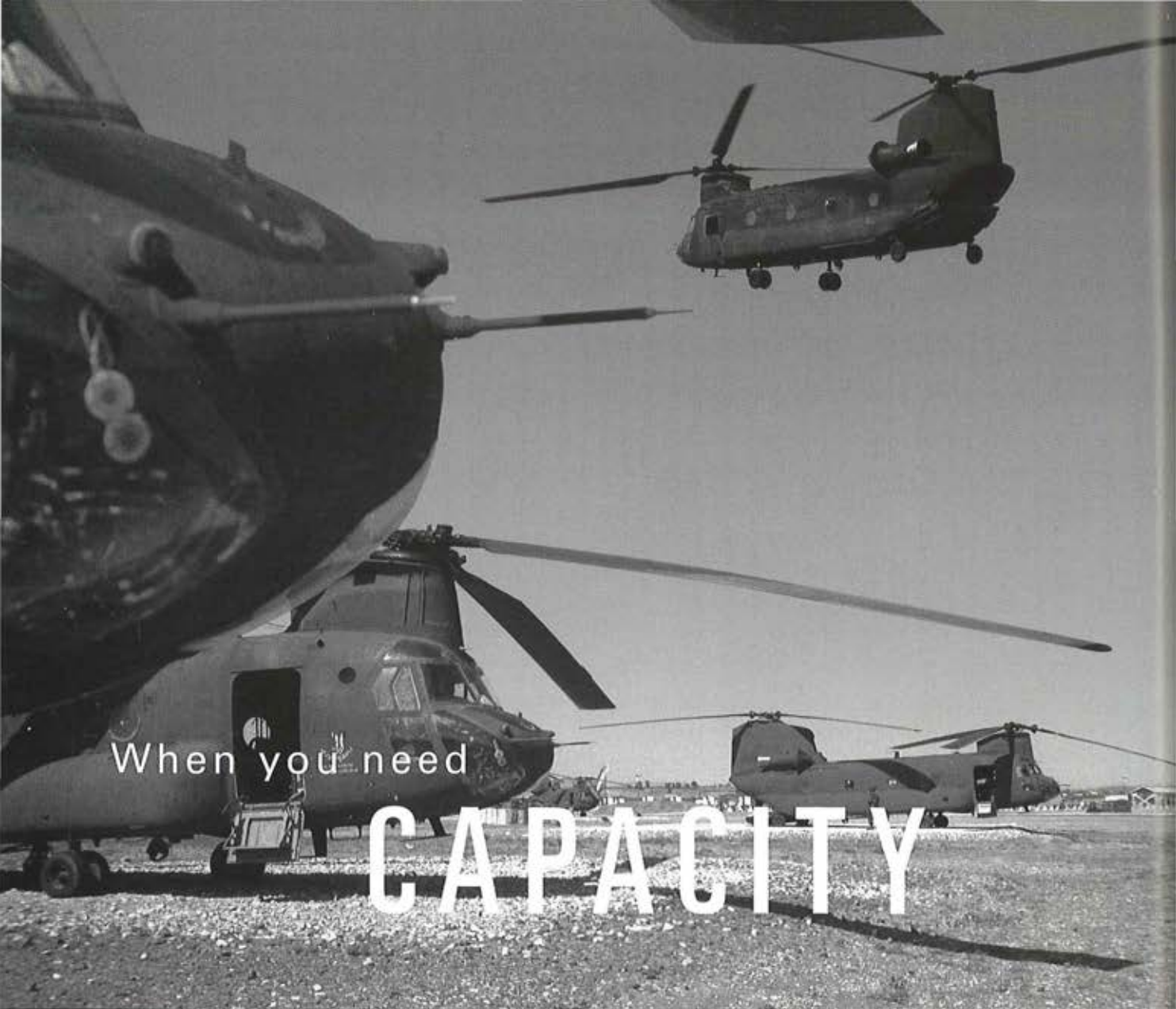
BG John Dailey spent his 30-year aviation career advancing the art and science of flight, enhancing the capabilities and readiness of tactical aviation units, and sharing their remarkable success in combat. His effectiveness as a leader and team builder is legendary among his peers and soldiers who,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

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

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

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





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