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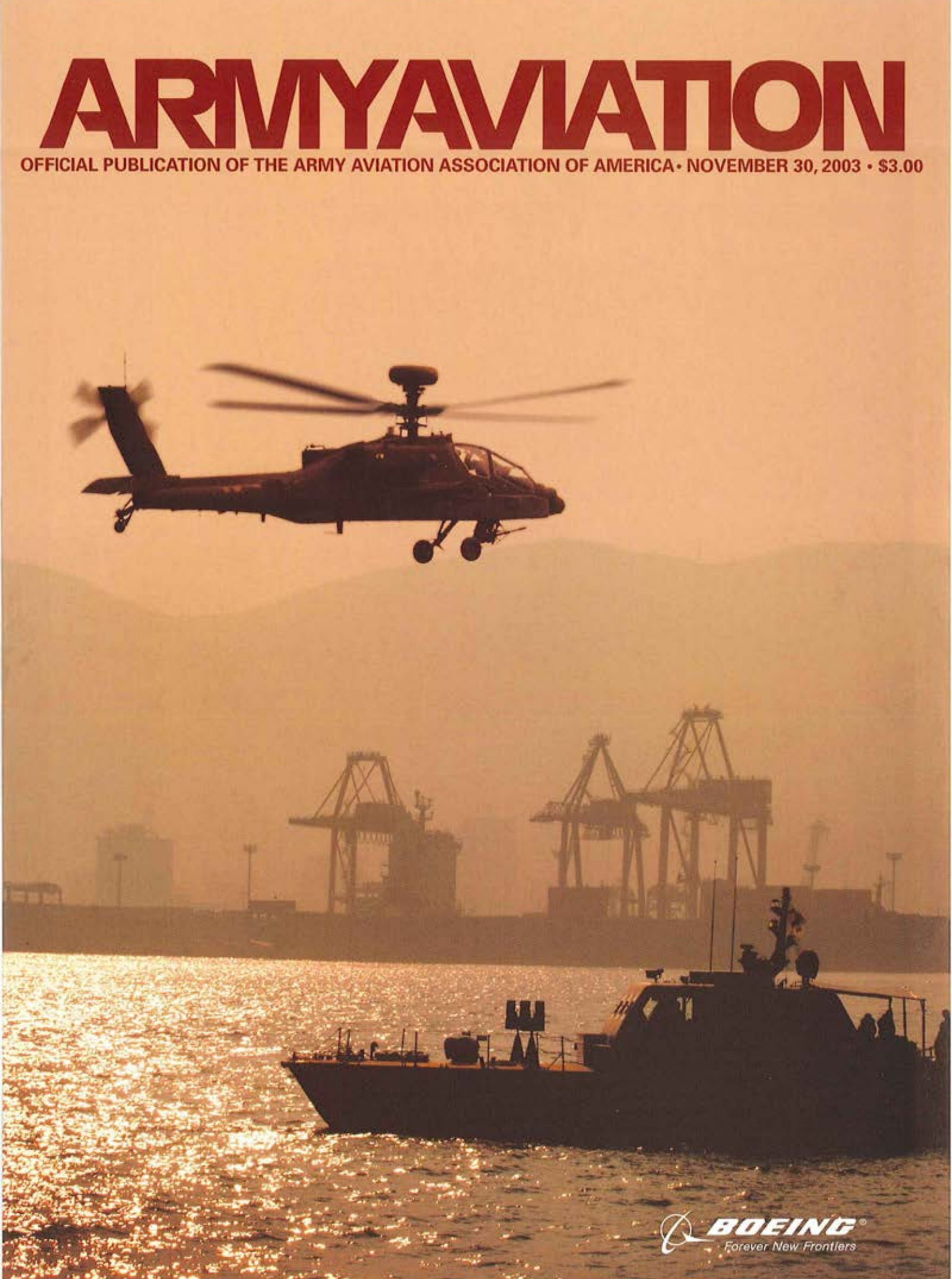

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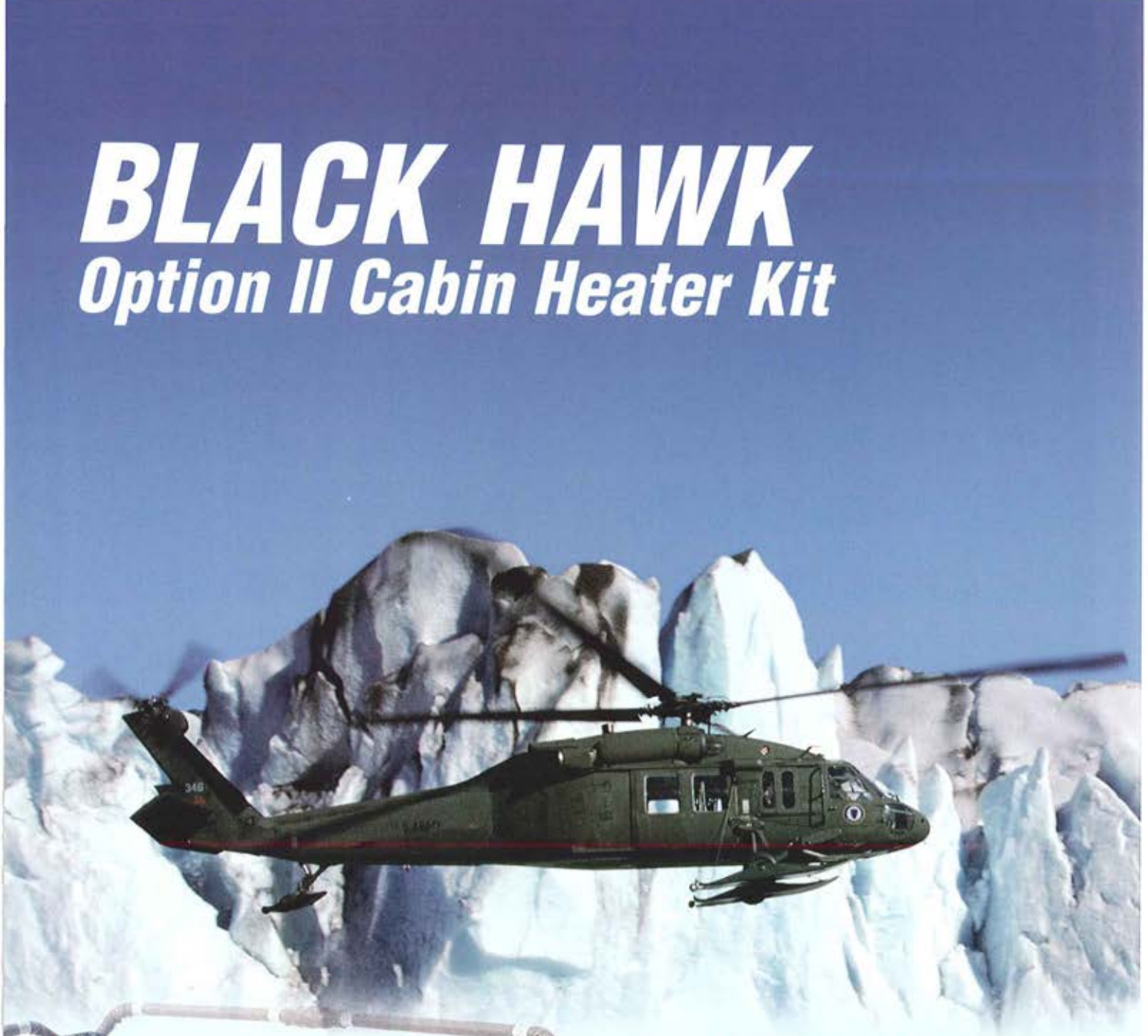

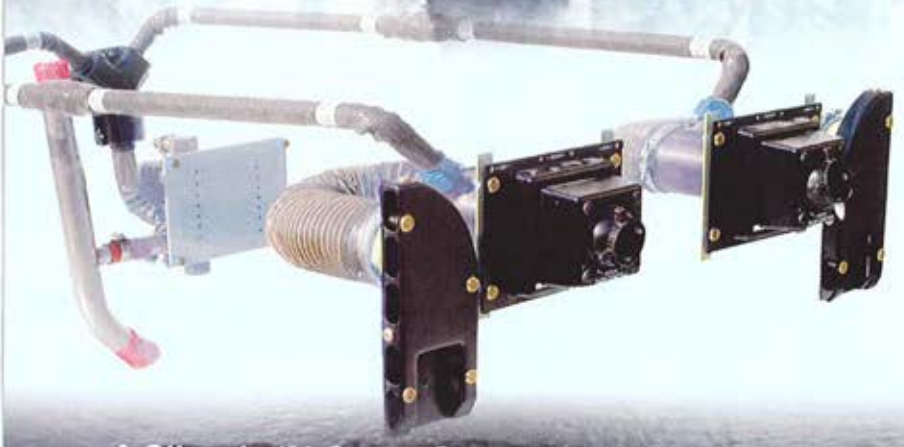

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briefings

Secretary of Defense Donald H. Rumsfeld announced that the President has nominated **MG John M. Curran**, United States Army, for appointment to the rank of lieutenant general and assignment as the Director, Futures Center, United States Army Training and Doctrine Command, Fort Monroe, Virginia. He is currently serving as the Commanding General, United States Army Aviation Center and Fort Rucker, Fort Rucker, Alabama. **BG Edward J. Sinclair**, currently the deputy commanding general and assistant commandant of the U.S. Army Aviation Center at Fort Rucker, Ala., has been named the Aviation Center's commanding general. **BG William M. Jacobs**, the special assistant to the Army's deputy chief of staff, G-8, in Washington, D.C., will become the center's deputy commanding general and assistant commandant.

The Boeing Sikorsky team has tapped **Mike Blake** to be director of the RAH-66 Comanche program. The appointment is effective immediately, and elevates Blake from the program's deputy director position, which he's filled since November 2001. He succeeds Chuck Allen, who leaves Comanche after four years to take another position within The Boeing Company. Blake will oversee the Comanche Program Office in Bridgeport, Conn., and will lead the team as it transitions to the critical phases of production, delivery and test of nine Engineering, Manufacturing and Development (EMD) aircraft. His appointment is part of a planned transition that periodically rotates the top two positions in the program between Boeing and Sikorsky executives. The executive who will succeed Blake as deputy director will come from within Boeing, and has yet to be named.

L-3 Communications has agreed to acquire Vertex Aerospace LLC from Veritas Capital, a private equity investment firm, for $650 million. The acquisition is expected to close in December. Vertex is a Mississippi-based provider of aerospace and other technical services to the Department of Defense and other government agencies. Among other missions, the firm supports the Army's fleet of training helicopters, as well as supported such fielded tactical aircraft as the AH-64 Apache and B-1 bomber.

In other Northrop Grumman news, the company has welcomed **Gulfstream Aerospace** to its team in the competition to develop the Aerial Common Sensor (ACS), the U.S. military's next-generation intelligence, surveillance and reconnaissance suite. Gulfstream will provide its newest aircraft, the G450, as the aerial platform for the system.

Inter-Coastal Electronics has opened a field-support office at Britain's Wattisham Army Airfield, near Ipswich, England. The new office will provide engineering and site-support services for the Mk. I AH-64 Collective Training System the British Army will use to train aircrews for its WAH-64 attack helicopters.

The Army has awarded **L-3 Avionics Systems** a contract to provide GH-3001 Electronic Standby Instrument Systems (ESISs) for the AH-64D Apache Longbow attack helicopter. The ESIS is intended to replace conventional electro-mechanical standby altitude, airspeed and attitude instruments, and also displays information on aircraft heading, slip/skid, location and navigation data, and vertical speed.

Sikorsky Aircraft has joined the Northrop Grumman-led team to develop an Unmanned Combat Armed Rotorcraft (UCAR) design for the Defense Advanced Research Projects Agency (DARPA) and the Army. UCAR is an eight-year, four-phase program to produce and demonstrate an affordable unmanned system that can identify and attack concealed ground targets.

In other **Sikorsky** news, the company has been awarded a one-year, $30.6 million modification to its December 2002 contract with the U.S. Army Aviation and Missile Command (AMCOM) to provide technical, engineering and logistical support for Black Hawk and Pave Hawk helicopters at Corpus Christi Army Depot (CCAD), Texas.

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UAV SYSTEMS:
Aviation Branch Assumes Proponency

By MG(P) John M. Curran

"The primary reason cited for this action is the evolution of roles unmanned aerial platforms perform on the battlefield. New tactical roles display aviation core competencies and are crossing into those operations. This proponency change will leverage Aviation Center knowledge of manned aerial platforms into unmanned platforms, and will provide the most effective and efficient method for managing the development of this capability for the Objective Force." — Department of the Army Proponency Transfer Memorandum, June 19, 2003.

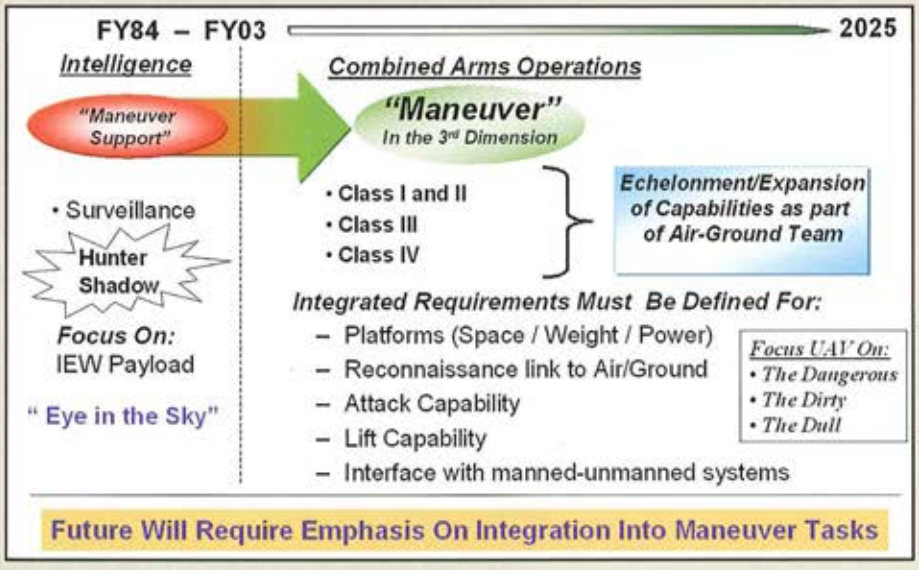
The advantages offered by unmanned aerial vehicle systems (UAVS) to warfighters and the force are many. In an era of resource constraints and force-structure reductions, UAVS are force multipliers, particularly in areas often categorized as "the dull, the dirty and the dangerous."

UAVS are performing critical roles in operations such as Enduring Freedom and Iraq Freedom (OEF/OIF), and in other mission locations, reducing the risks to our soldiers and releasing manned systems for other diverse roles. The future holds great promise for UAVS capabilities, including "weaponization" and maneuver sustainment.

The military-intelligence branch has masterfully led the charge in integrating UAVS capabilities into current forces, and into future force strategies and concepts. As technology and UAVS capabilities have evolved, the role of UAVS in tactical combined-arms maneuver operations has grown. As evidenced in Kosovo, Afghanistan and Iraq, UAV systems are in high demand by maneuver commanders and are experiencing great success.

For the future, UAVS will no longer focus solely on intelligence, surveillance and reconnaissance (ISR) missions. Army UAVS will also contribute to the success of decisive operations by enhancing current manned-system capabilities to conduct reconnaissance, attack, lift and logistical resupply, command and control, and aerial communications relay. The shift from operational to tactical — coupled with the inherent problems associated with air-ground teaming, safety, standardization, airspace command and control, and weaponization — all contributed to the decision for a change in proponency.

Army aviation has a long history of experience working these areas with manned rotary- and fixed-wing platforms. On June 19, 2003, the chief of staff of the Army approved the formal transfer of UAVS proponency from military intelligence to the aviation branch and to the U.S. Army Aviation Center



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(USAAVNC) at Fort Rucker, Ala. A transition plan is now being executed, leading to a complete transfer of responsibilities by the end of this fiscal year in September 2004. By the beginning of summer 2004 we will have the new office for the Training and Doctrine Command System Manager for Unmanned Aerial Vehicle Systems (TSM-UAVS) fully operational at Fort Rucker.

Defining Future Requirements — A Cooperative Effort

For the future force, the Army envisions a family of UAVS providing layered multi-echelon support.

The Army's Future Combat System equipped Unit of Action (UA equals battalion to brigade size) requirements call for four classes of UAVS. These systems will range from a small man-portable system employed by platoon-sized units for reconnaissance, surveillance and target acquisition (RSTA) operations, to multi-functional platforms capable of enabling a variety of no-line-of-sight joint supporting fires.

Other requirements will team UAVS with the RAH-66 Comanche for RSTA operations throughout the UA area. UAVS requirements at the Unit of Employment (UE equals division to corps size) will continue to evolve as the Army refines the UE and maneuver-sustainment concepts.

The massive combat and training developments requirements associated with fielding these systems will require a cooperative effort. The U.S. Army Intelligence Center at Fort Huachuca, Ariz., will continue to lead development of the on-board sensors and ISR payloads. Other schools and centers — such as those for infantry, armor, artillery and signal — will provide the expertise necessary for development and refinement of requirements for UAVS use in missions associated with their proponencies.

The Combined Arms Support Command will lead the concept development for unmanned lift requirements. The role of the USAAVNC will be to integrate these requirements to ensure UAVS capabilities meet warfighter requirements for the total force. We will continue to work toward common architectures, user interfaces, and hardware and software that allow mixing and matching of air vehicles and sensors, and interoperability with the joint force.

Although proponency at Fort Rucker establishes a single focal point for the "user" in UAVS development efforts (including the science and technologies), UAVS requirements development will clearly continue to be a cooperative endeavor.

What Does the Future Hold?

Current Army UAVS include the RQ-5A Hunter and the RQ-7A Shadow, and provide excellent test-beds for the evolution of near- to mid-term UAVS capabilities. The Shadow is being fielded to the interim Stryker brigades to enhance the ground commander's operational intelligence and situational awareness. The Hunter is being used as a platform to explore means and methods of weaponization.

The Army recently selected the RQ-8 Fire Scout, a

UAV Systems *continued on page 16*

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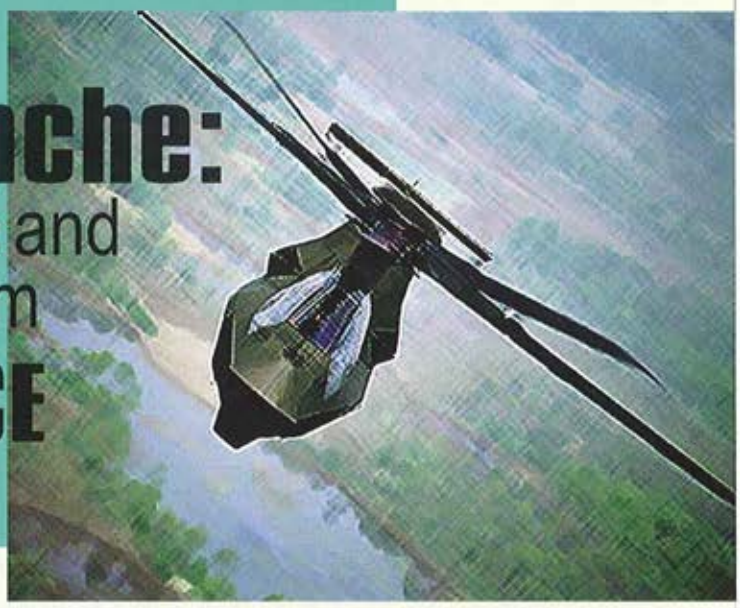
RAH-66 Comanche: Information, Surveillance and Reconnaissance Platform for the Future Force

By LTC Brent Horrocks and Scott Dunlap



During the Cold War, many technologies were developed to win what was projected to be a protracted land war across Europe. While some of these technologies have lost their relevancy, others have continued to evolve and with the advent of Net-Centric Warfare are more relevant than ever.

One example of those was beyond-line-of-sight-communications, which has evolved into satellite communications (SATCOM). Another was the "Light Helicopter, Experimental," or LHX. Originally envisioned as a scout helicopter and designed to replace the OH-58 Kiowa, the LHX has definitely evolved over time. Over the course of its several restructures, the LHX has redefined its role as well as it name. The RAH-66 Comanche is now the armed airborne information, surveillance and reconnaissance platform for the Army's future force and a key asset to the joint-force commander.

COMANCHE

The RAH-66 Comanche is considered by many to be the world's most advanced rotorcraft and is pivotal to Army aviation's modernization plan. As an integral element in the "Unit of Action" and the first complimentary component to the Future Combat System (FCS), Comanche leads the Army's development for future combat forces.

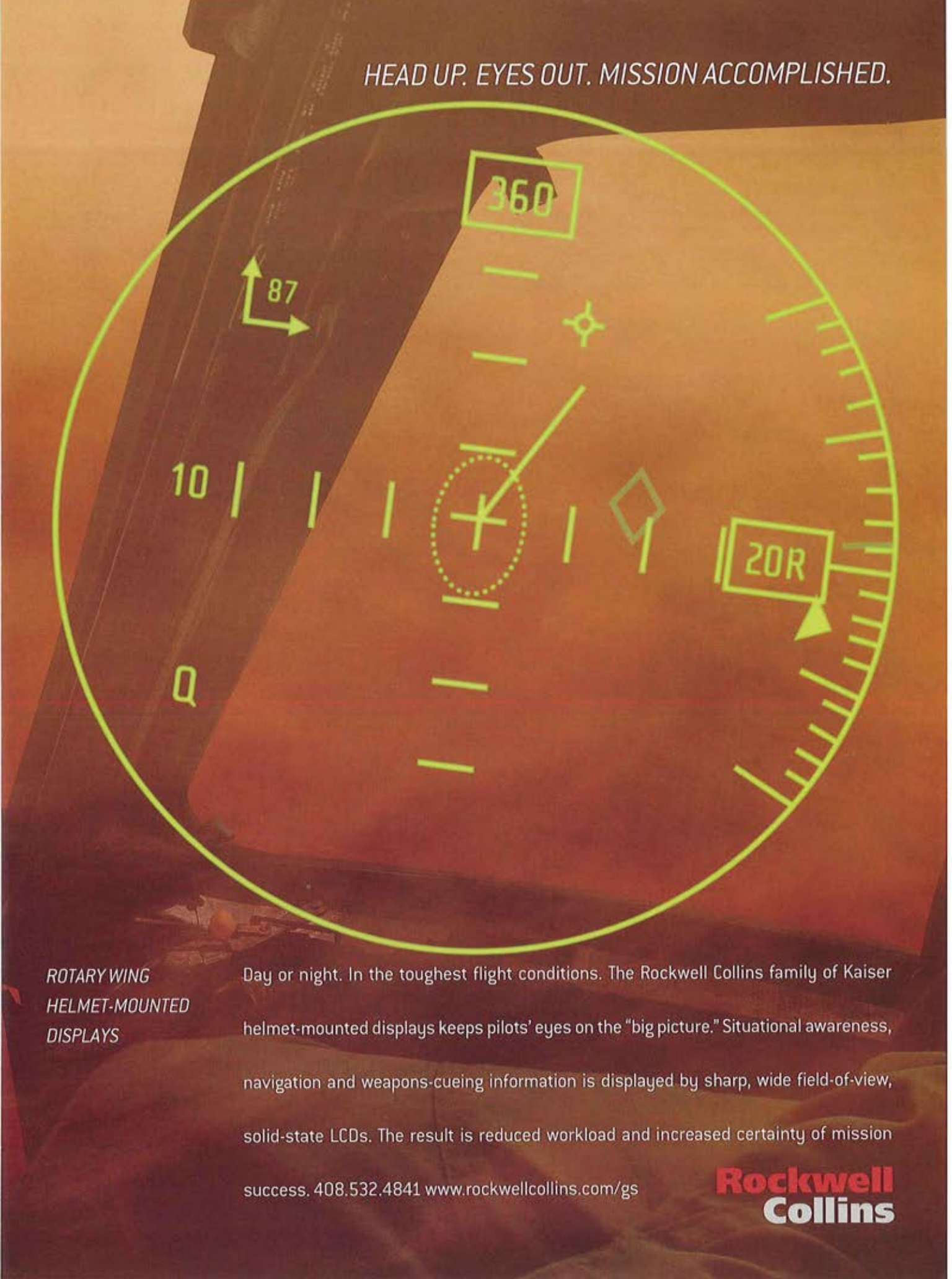
As such, Comanche has an unequaled capability created by its array of sensors, detectors and optics, including those of its companion unmanned aerial vehicle (UAV). However, that capability can have no decisive effect on the battlefield without an equally unparalleled communications array. Net-Centric Warfare requires near-instantaneous dissemination of critical intelligence that assists the commander in making timely, accurate and correct engagement decisions. The communications platform/payload is critical to ensuring a successful information exchange.

Comanche will have greater communications capability than any previous Army aviation platform. It will communicate line of sight and beyond line of sight. It will communicate across the battlespace with allied units, allied services and allied nations. It will be capable of simultaneously operating on channels with VHF-FM (SINCGARS), VHF-AM, UHF (HAVEQUICK II), EPLRS, SATCOM, Link 16 and the wideband networking waveform (WNW). However, it will not have to carry the myriad of black boxes normally associated with this much connectivity, since Comanche will utilize an integrated communications, navigation and identification avionics suite (ICNIA).

INTEGRATED AVIONICS

Development of communications technology has been rapid over the last 20 years. As the number of functions each platform required continued to grow, the size and weight of the associated federated "black boxes" became too much to manage.

The Comanche subcontractor, the Radio Systems Division of Northrop Grumman Space Technology, has been a pioneer in developing the software-defined radio (SDR) as part of its integrated avionics packages. The SDR allows for reduced weight, increased functionality and more fluid upgrades than legacy communications devices. Just as a desktop PC with the right software can emulate a TV when connected to an antenna, the computers of an SDR can emulate military radios when connected to the correct antennae. Multiple processors provide the basic operating environment necessary to run multiple functions simultaneously, as well as actually host the software normally hard coded on modern multi-channel radios such as the AN/ARC-210.



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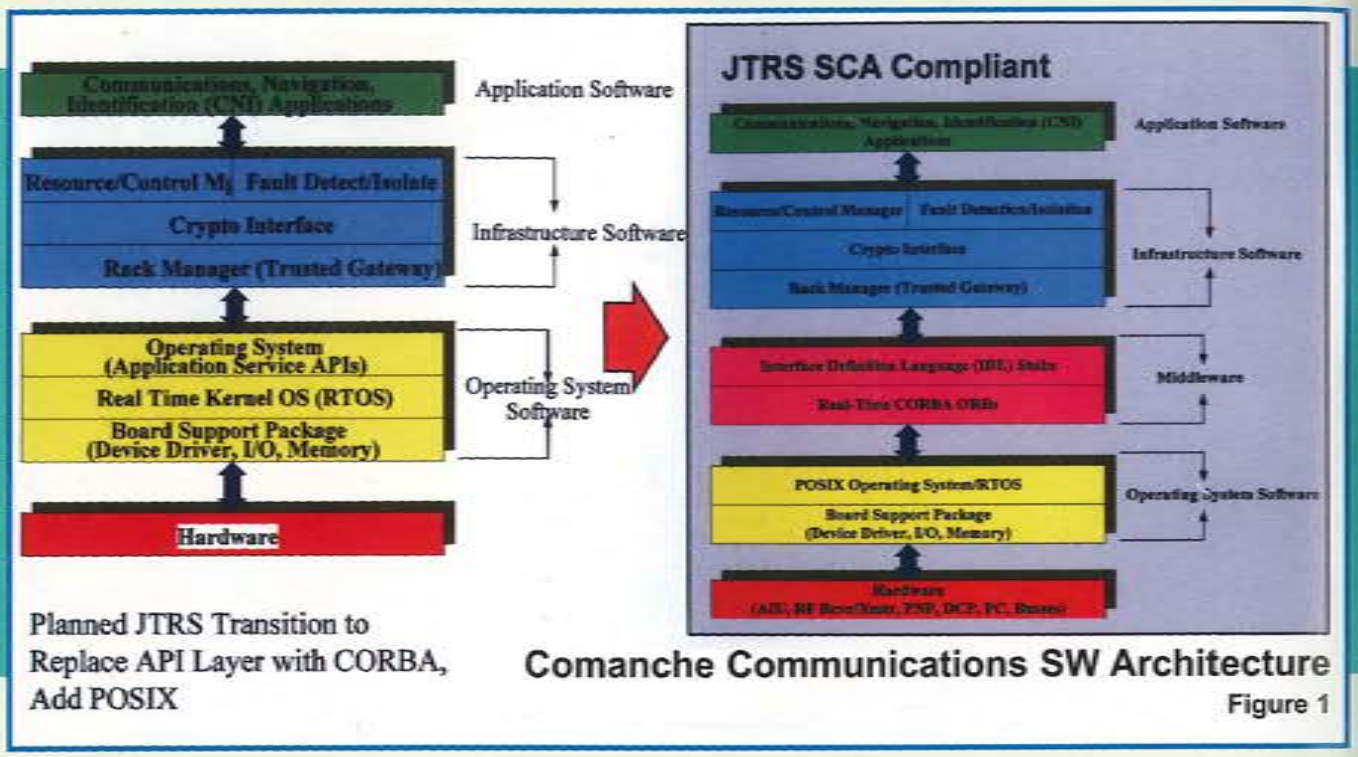
As other programs have done, the Comanche's integrated avionics suite is designed so that customized military apparatus can be integrated with commercial off-the-shelf components, leading to cost savings and production efficiency. Modern integrated avionics such as those on Comanche can provide the functionality of over a dozen black boxes in less than half the space.

JOINT TACTICAL RADIO SYSTEM

The Department of Defense (DOD) is serious about interoperability. The military services must think joint first, and intraservice interoperability will fall into place.

manage its specific hardware.

Keeping with the PC analogy, each manufacturer has a completely different operating system that will not host all, or possibly even any, of the DOD waveform library. The solution to this incompatibility lies in the SCA and the Core Framework or, as it is more commonly referred to, middleware. This layer of software is also custom tailored. However, the Core Framework is custom tailored to the specific operating system and creates common software calls between the waveforms through the operating system to the actual hardware, thus making all radios appear the same to the waveforms. Figure 1 below illustrates this.



Comanche Communications SW Architecture

Figure 1

One effort to baseline DOD interoperability is the development of the Joint Tactical Radio System (JTRS). JTRS is a program designed to both reduce the physical footprint of communications equipment and increase the lifespan of that equipment through simpler, more cost-effective upgrades. It addresses these issues by calling for a "plug-and-play" methodology of communications functions (waveform) development.

At the heart of the system is the Software Defined Radio (SDR) running the software communications architecture (SCA). The standardized waveform Application Programmer's Interfaces (APIs) create an environment in which any developer can create software and thereby allow the DOD to create a library of communications waveforms independent of hardware suppliers. Theoretically, under the SCA all future communications functions will simply be software that can be loaded onto an SCA-compliant SDR just like a Windows-based computer getting a new Office program.

This is not as simple as it may seem. A software-defined radio, just like a computer, is built of hardware components. However, unlike computers, there are no industry standards for these components. Therefore, each radio must have its own operating system and drivers to

Pursuant to this, the JTRS Joint Program Office has chartered the Joint Tactical Radio System Technology Laboratory (JTeL) with the task of verifying waveform portability and related issues. This organization is lead by the Navy's Space and Naval Warfare Systems Command in San Diego, Calif. The SDR for the Comanche Integrated Avionics is scheduled to be one of the first systems verified by the JTeL as compliant with the JTRS SCA.

COMANCHE AVIONICS

The Comanche avionics-integration lab began work in April 2001 with receipt of the first hardware. In a 10,000 square-foot, secure lab facility in San Diego, 20 software-hardware integration specialists, up to 50 software or hardware engineers and up to 10 Test Equipment Group members simulate conditions conducive to next-generation avionics.

The lab also is equipped with an electromagnetic interference chamber that contains radiated or conductive emissions so that anything outside that gets in and anything inside that gets out doesn't interfere with the operation of the radio. Transmit-and-receive functions have been accomplished and the developers feel comfortable that they can cover the multiple frequencies critical to maximizing

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efficiency, security and versatility in combat.

After more than two years of design, development and testing, the team behind Comanche's communications avionics is beginning to integrate its software-defined radio technology with flight-ready hardware to create a high-performance avionics suite. The long design period, coupled with the evolutionary design of the aircraft itself, have created a custom tailored avionics suite that has no equal.

well as the newer Army radio functions of Enhanced Position Location Reporting System (EPLRS), the international Link-16 (JTIDS) function and the interservice Wideband Networking Waveform (WNW).

EPLRS, Link-16 and WNW are waveforms that are being developed by the JTRS Program Office, integrated by Comanche engineers and verified by the JTeL team. Figure 2 below depicts the Comanche communication system and antennas.

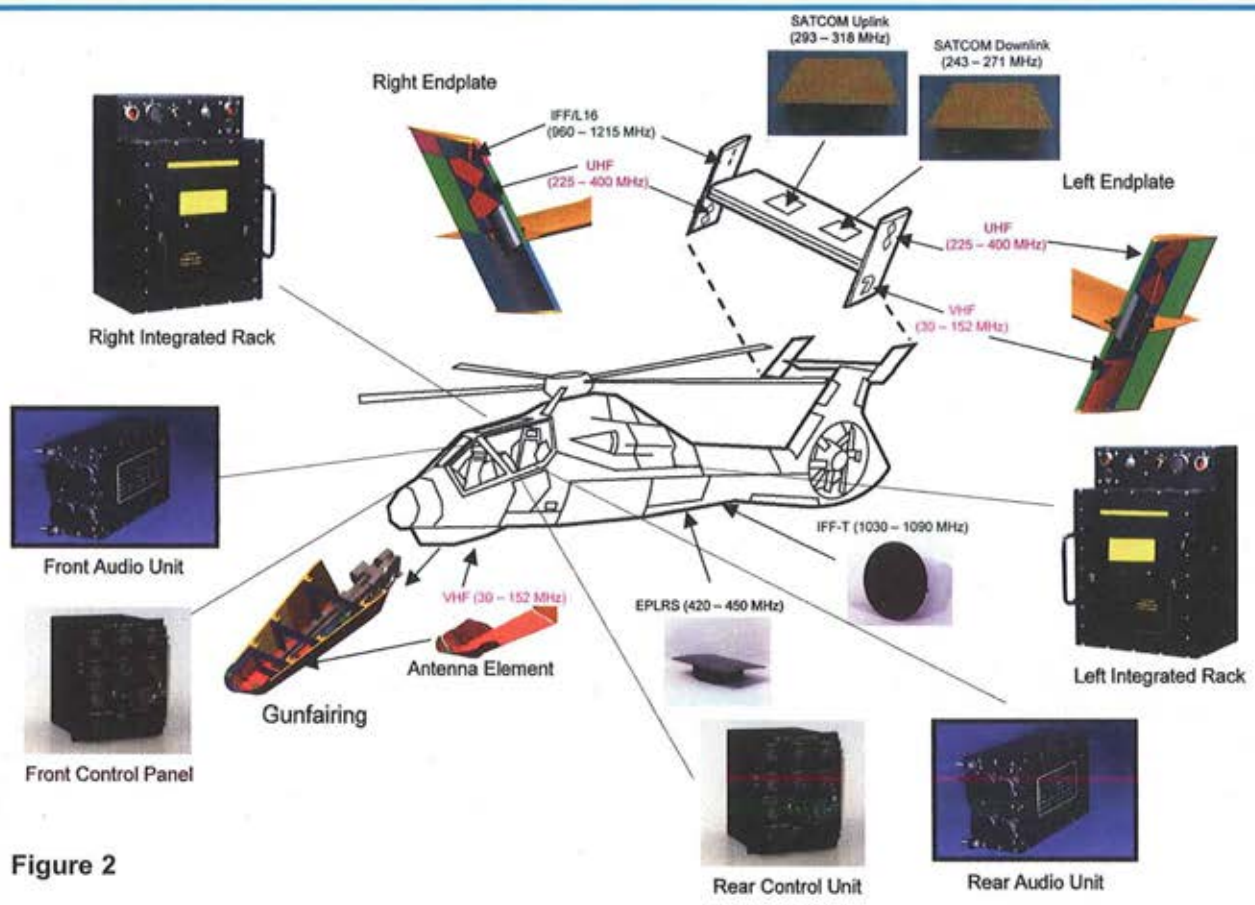

Figure 2

Comanche Communications System Integrated Radios & Conformal Antennas

The Comanche avionics suite builds upon the basic package of the F/A-22 avionics suite, which includes dedicated guard-channel receivers, reconfigurable UHF/UHV/ L-band channels, and Mark XII transponder functions including Modes 1,2,3C and 4. The Comanche success in this arena is being leveraged by the Joint Strike Fighter (JSF) program and has become the basis of their communications system.

Additionally, the communication avionics handles the cockpit interphone. All digital, this interphone is unique to the Comanche. Not only does it provide the normal communications internal to the cockpit and ground crews, it is tied to the Comanche's diagnostics systems and actually tells the pilot any caution or warning associated with any malfunctioning condition.

The integrated avionics racks are also custom tailored for the Comanche. They have been painstakingly designed to survive the rugged rotary-wing environment and fit just behind the weapon's bays. They provide all of the digital horsepower for the legacy communications functions, as

JTRS IS THE START, INTEGRATION FOLLOWS

The current reality is that integrating new waveforms onto a software-defined radio is still a complex task. Simple "plug and play" of the advanced communications waveforms is not routine. This challenge/opportunity will likely become easier as software conventions refine over time.

Another significant hurdle in applying the JTRS concept is actual platform integration. Again, the projection is that connecting to associated platform computers for displays and data input will become easier as software conventions become more standardized. However, one other very important component will remain a challenge to ensure effective integration — the various antennae required to communicate.

Antennae must be finely tuned and matched for specific aircraft to avoid what is called cosite interference. Often called friendly jamming, this is a phenomenon that occurs when antennae of multiple frequency hopping radios operate in close proximity and on similar frequencies. The result

is a loss of broadcast range, or even complete cancellation of one or all of the signals.

The Integrated Avionics Suite developed for Comanche is working to eliminate this complication by automatically detecting potential cosite interference from transmissions. It is capable of determining relevant transmissions and rescheduling them while maintaining the complicated timing requirements common in modern emission security algorithms.

One final complication in the case of Comanche is maintaining the low radar cross section of the scout profile. Engineering efforts must diligently balance the requirement to maintain a low-observable posture and effectively communicate information on the battlefield. Managing these opportunities, while maintaining the size and weight restrictions of a small helicopter, has been an exercise in precision and miniaturization.

❖❖

LTC Brent Horrocks is the product manager for Comanche avionics and interoperability. Scott Dunlap is the Comanche PMO communications/navigation/identification IPT lead. Both are based at Redstone Arsenal, Ala.

UAV Systems continued from page 8

vertical take-off and landing (VTOL) UAVS, as a platform to meet the Future Force UA battalion and brigade UAVS requirements. This UAVS has already demonstrated autonomous flight, tactical control data link operations, multi-mission payload performance, and ground-control station operations in programs and tests conducted by the Navy.

Objectives of the ongoing Defense Advanced Research Projects Agency (DARPA) and the Army's unmanned combat armed rotorcraft (UCAR) program are to develop, integrate and demonstrate the enabling technologies and system capabilities required of an unmanned aircraft to perform reconnaissance, security, close-combat and mobile strike missions.

Additionally, UCAR will demonstrate the advantages of teaming manned and unmanned systems for target engagement, including detection, identification, weapons delivery and target damage assessment.

DARPA, the FCS lead system integrator (LSI), and the Army are also exploring micro air vehicles, known as MAVS, which are aircraft no larger than six to 12 inches, to meet the infantry platoon requirements for a backpack deployable system, and a slightly larger organic air vehicle designed for company operations and transport aboard FCS ground vehicles.

Heading Toward a New Horizon

Recent and emerging technologies offer tremendous promise for UAVS capabilities.

Science and technology efforts are ongoing in the areas of precision landing, sensor and radar technologies, heavy fuel engines, and the miniaturization of engines and other components. These technologies will provide more capability per pound and support movement toward increasingly autonomous operations. Challenges include weaponization (including both lethal and nonlethal initiatives), developing and demonstrating heavy-fuel engines suitable for UAVS use, joint-force interoperability, frequency-management issues for the large number of UAVS expected to be operating in the battlespace, manned-unmanned integration and control of UAVS from mounted combat systems, airspace command and control, and developing collective training strategies with manned systems.

USAAVNC, in concert with other proponent schools, Training and Doctrine Command integrating centers and the materiel developer, will continue to work toward solutions in each of these areas as UAVS capabilities are defined and refined. We must balance these needs with the requirement to work near-term UAVS issues to ensure current force needs are addressed.

Above all, we cannot allow ourselves to become so enamored with the technology that we lose sight of the doctrine, training, leadership and education, organizations, personnel and facilities impacts on the soldier and the Army as UAVS are developed and fielded. USAAVNC looks forward to the challenges which lie ahead. For UAVS one thing is certain ... the sky's the limit!

Continue to think safety and risk management in all that you do, be safe and watch out for your fellow soldiers.

Above the Best!

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

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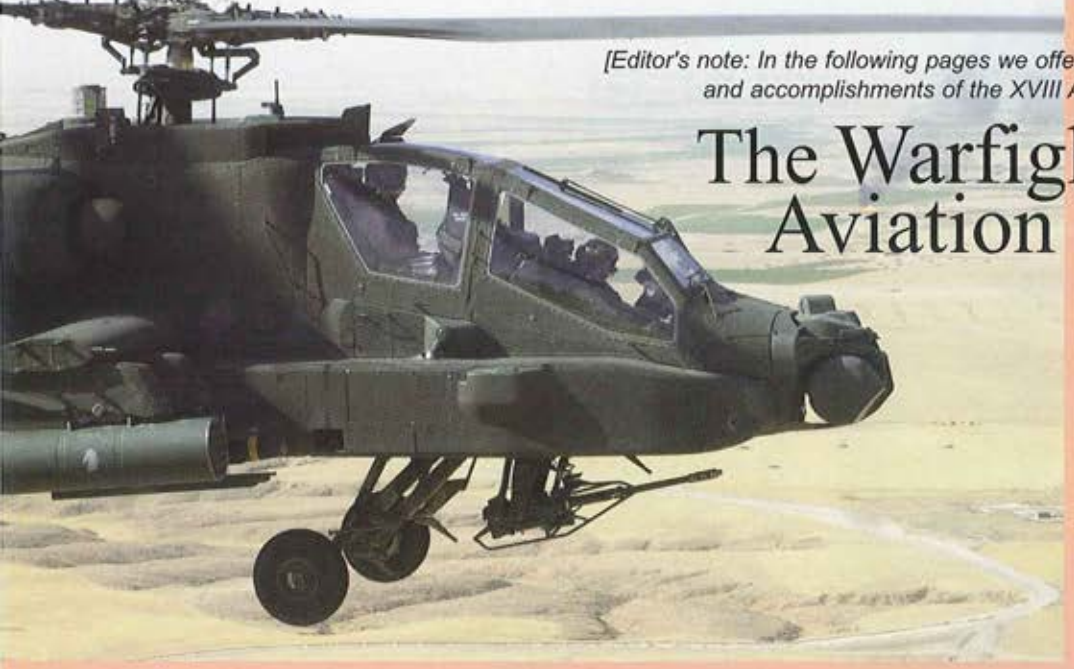

[Editor's note: In the following pages we offer a broad overview of the activities and accomplishments of the XVIII Airborne Corps' aviation elements.]

The Warfighting Aviation Brigades

By LTG John R. Vines

In fiscal year 2003 the XVIII Airborne Corps' conventional aviation assets led the way in prosecuting the global war on terror, a fight that is being undertaken around the world.

In the last 12 months each corps, divisional and separate aviation brigade has deployed, in some capacity, in support of Operation Enduring Freedom (OEF), Operation Iraqi Freedom (OIF) or Operation Noble Eagle.

The corps has five divisional aviation brigades:

- **The 82nd Aviation Brigade at Fort Bragg, N.C., supports the 82nd Airborne Division;**
- **the 10th Avn. Bde. at Fort Drum, N.Y., supports the 10th Mountain Div.;**
- **the 3rd Avn. Bde. at Hunter Army Airfield, Ga., supports the 3rd Inf. Div.**
- **the 101st and 159th Avn. Bdes. at Fort Campbell, Ky., both support the 101st Abn. Div.**

The XVIII Airborne Corps also has three separate aviation brigades:

- **the 18th Avn. Bde. and 229th Avn. Regiment, both at Fort Bragg;**
- **and the 4th Squadron, 2nd Armored Cavalry Regt., at Fort Polk, La.**

It is important to recognize that the XVIII Airborne Corps' aviation brigades make up more than 40 percent of the Army's conventional aviation assets.

3RD AVIATION BRIGADE, 3RD INFANTRY DIVISION

The 3rd Avn. Bde. consists of the attack helicopters of 1st Battalion, 3rd Avn. Regt., the 2nd Bn., 3rd Avn., a general support aviation battalion (GSAB); and the scouts of the 3rd Squadron, 7th Cav., the 3rd Inf. Div.'s cavalry squadron. When conducting tactical training or deployments, the brigade assumes command and control of the 603rd Avn. Support Bn. (ASB) and other "slice" support elements.

During the past 18 months the brigade's soldiers and equipment met many challenges with enormous success. The brigade has participated in multiple missions, including home-station training exercises, National Training Center rotations, and multiple deployments to Southwest Asia in support of Operations Desert Spring (ODS), Enduring Freedom and Iraqi Freedom.

In the spring of 2002 the brigade participated in one of the largest aviation operational rotations at the National Training Center at Fort Irwin, Calif. The brigade supported the rotation with the entire cavalry squadron, one UH-60 Black Hawk company in support of the 2nd Brigade Combat Team (BCT), and one Black Hawk company in support of the deep-attack missions conducted by the 229th Avn. Regt.

In August 2002 the brigade redeployed Task Force (TF) 1-3 Attack (ATK) from Kuwait following the first operational deployment of the AH-64D Longbow. As TF 1-3 ATK was rotating home to Hunter Army Airfield, the brigade continued to support ODS by deploying a UH-60 platoon from 2-3 GSAB to augment TF 7-6 CAV with utility helicopter support. Nearly simultaneously, the brigade headquarters (with an aviation task force) deployed to Fort Gordon, Ga., to support the division's training exercises in preparation for upcoming NTC rotations. The brigade conducted the first helicopter operations from Fort Gordon in more than 10 years, focusing on attack aviation operations covering more than 150 miles.

The brigade headquarters began planning missions for OIF in the fall of 2002 and deployed to Kuwait in support of OEF in October 2002. Upon arrival in Kuwait, the brigade assumed command and control of all conventional Army rotary-wing assets in Kuwait, including TF 7-6 CAV — an Army Reserve unit from Texas — and TF 2-6 CAV from Germany. The brigade conducted multiple close-attack operations with these units, cul-

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minating with a two-BCT live-fire exercise in December 2002. The brigade headquarters continued integration with Coalition Forces Land Component Command (CFLCC), focusing on building the largest heliport outside of the United States at Camp Udairi, Kuwait. Also in December HHC Brigade, an air cavalry troop from 3-7 CAV, and our habitual air traffic control company — Company D, 1st Bn., 58th Avn. Regt. — received orders to deploy to Kuwait. Shortly thereafter, the remainder of the brigade and slice elements received orders to deploy to Kuwait in preparation for combat operations in Iraq.

The 4th Bde. headquarters, in a command-and-control UH-60, led the coalition's attack against the Iraqi regime in March of this year. The first direct-fire engagements of the war were fired by 1st Bn., 3rd Avn., (1-3 ATK) as 3rd ID stood poised to cross the Kuwait-Iraq border. The mission marked the combat debut of the AH-64D Longbow and the radio frequency (RF) Hellfire missile.

As coalition forces crossed into Iraq, brigade assets continued to lead the attack. The OH-58 Kiowas of 3rd Sqdn., 7th Cav., spearheaded the 3rd ID's attack through the western desert of Iraq. Black Hawks from 2-3 GSAB conducted an assortment of missions, including "wethawk" refuel operations for 3-7 CAV, aerial command and control, and air movement of troops and supplies. 1-3 ATK conducted shaping operations and close-combat attacks in support of 3rd BCT during the seizure of Tallil Air Base, a key logistical base for follow-on operations.

The brigade supported the coalition attack throughout the ground campaign, including battles at An Nasiriyah, As Samawa, Karbala, the crossing of the Euphrates River and the seizure of Baghdad International Airport. In addition to the habitual units assigned to 3rd ID, the brigade received operational control of the medevac aircraft of the 507th Medical Co. from Fort Hood, Texas, to support the division. Often under small arms and RPG fire, the medevac company flew more than 200 missions transporting some 400 patients, both American and Iraqi. As the brigade's pilots and crew chiefs flew combat operations, the ground support soldiers and vehicles conducted the largest and fastest attack in the division's history without major accident or incident.

Throughout OIF the aviation assets from 4th Bde. destroyed hundreds of pieces of Iraqi military and paramilitary equipment. The Apaches of 1-3 ATK destroyed 24 tanks, 30 armored personnel carriers (APCs), six artillery pieces, 42 air-defense artillery (ADA) systems and hundreds of other pieces of equipment. The air-cavalry troops from 3-7 CAV — with direct, indirect and CAS fires — destroyed one tank, 10 APCs, 10 artillery pieces, 45 ADA systems and hundreds of other pieces of equipment. Soldiers from the brigade dismantled or destroyed dozens of tanks, APCs, and ADA systems throughout the conflict.

As major combat operations concluded, the brigade transitioned to limited attacks and stability-and-support operations throughout central Iraq. The brigade established joint airspace and refuel operations at Baghdad International Airport, supporting hot-refuel points for all types of coalition aircraft, including Marine Corps AH-1W Cobras and Air Force CH-53s. Collocated with 1 BCT, the lead maneuver brigade into the international airport, a slice element of D/1-58 immediately occupied the abandoned control tower and directed aircraft operating in the vicinity of Baghdad.

A brigade task force consisting of one ground cavalry troop from 3-7 CAV, one attack helicopter company from 1-3 ATK and multiple UH-60s from 2-3 GSAB supported the brigade commander, COL Potts, as he received the official capitulation from the commander of the western Iraqi regular army. In June 2003 the brigade received orders to reposition to Kuwait and begin redeployment operations. In July HHC Bde., 1-3 ATK, and elements of 603rd ASB redeployed to Hunter Army Airfield. 2-3 GSAB and 3-7 CAV returned home to Hunter AAF and Fort Stewart in August 2003, completing the brigade's combat operations in support of OIF.

10TH AVIATION BRIGADE, 10TH MOUNTAIN DIVISION

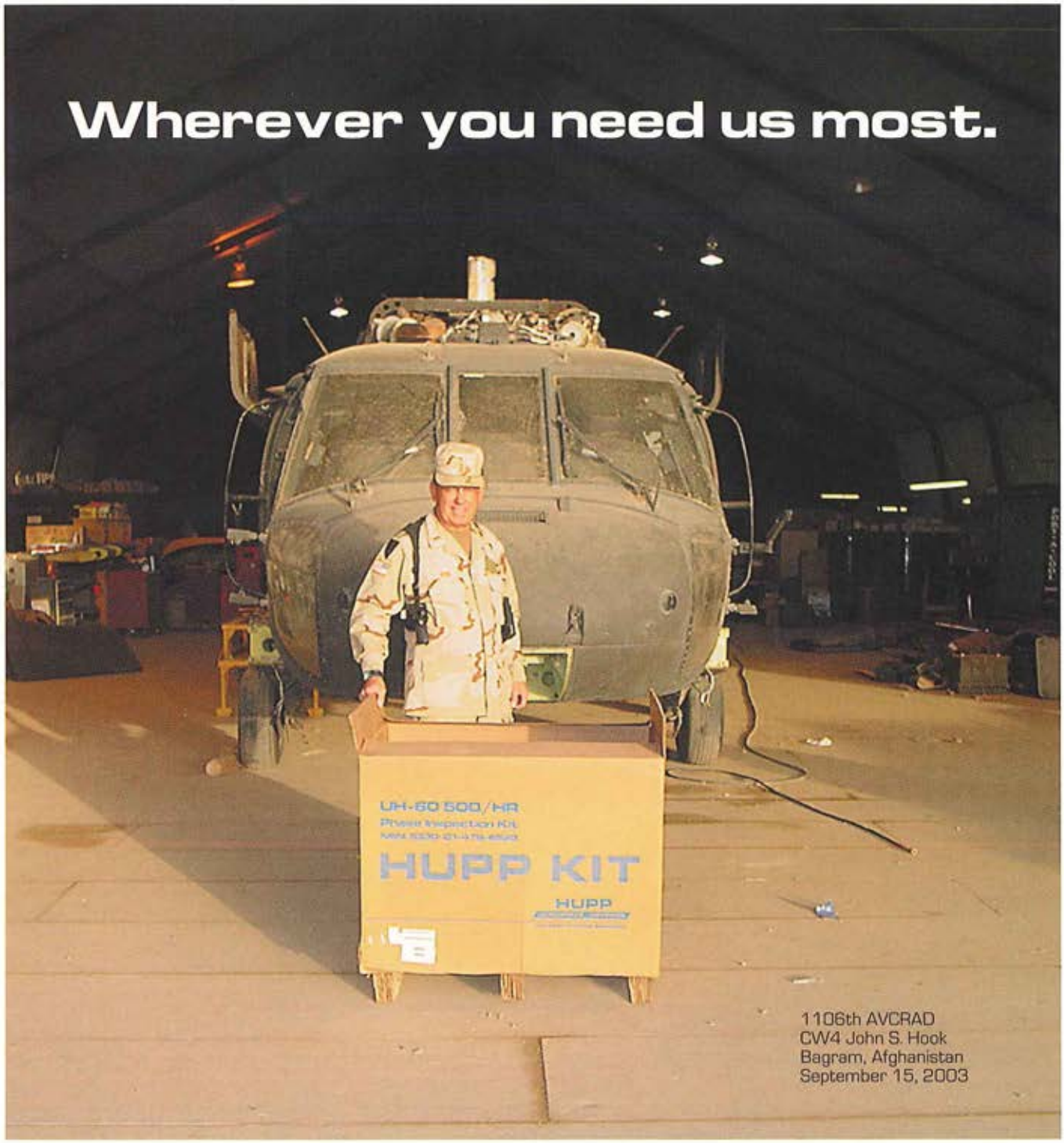
The 10th Avn. Bde. — the "Falcon Brigade" — includes its own 1st and 2nd battalions; the 3rd Sqdn., 17th Cav. Regt.; and Co. C, 10th Aviation (AVIM).

Unique to the light aviation brigade force structure is the organic AVIM company. Co. C's 285 soldiers and 176 pieces of rolling stock provide aviation and logistical support to all brigade units, and its Division Aviation Logistics Center provides a team of experienced military technicians, LARs and contractors who coordinate aviation modernization and support commanders with concepts of support for future operations. Habitual Maintenance Support Teams are dedicated to supported maintenance units. This results in responsive, agile and proactive maintenance that ensures maximum efficiency and on-site support.

These maintenance concepts allowed the brigade to average 84 percent fully mission capable (FMC) rates on its OH-58D and 82 percent FMC on UH-60Ls during the past year. Co. C completed more than 4,256 work orders and 14 Black Hawk phases while participating in two rotations at the Joint Readiness Training Center, two convoy live fires, Exercise Mountain Peak and one brigade-level combined-arms live-fire exercise (CALFEX). The company also supported port operations and task force aviation air-load operations. Currently, Co. C has soldiers attached to three different units in Afghanistan, with the remaining soldiers deploying as a part of TF 3-17 CAV to Iraq.

Another critical organization to the division and the 10th Avn. Bde. is the air-ambulance company. The U.S. Army Air Ambulance Detachment, formerly the 229th Med. Detachment, supports Fort Drum and the local community with medical-evacuation support and training. During fiscal year 2003 USAAAD completed 14 military missions, evacuating 15 soldiers to more definitive care, and also completed 43 Military Assistance to Safety and Traffic (MAST) missions, evacuating 42 civilians to local hospitals.

The 10th Avn. Bde.'s recent history is rich with accomplishments, from conflict resolution to humanitarian efforts. The brigade supported the establishment of relief camps and distributed food, clothing, medical necessities and building supplies following Hurricane Andrew in 1992. The brigade also participated in the multinational relief operation in Somalia in 1992 and 1993 by helping to ensure the safe flow of supplies to the starving Somali population. The brigade also played significant roles



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in both Operation Uphold Democracy in Haiti (1994-1995), SFOR6 in Bosnia (1999-2000) and KFOR3B in Kosovo (2001-2002).

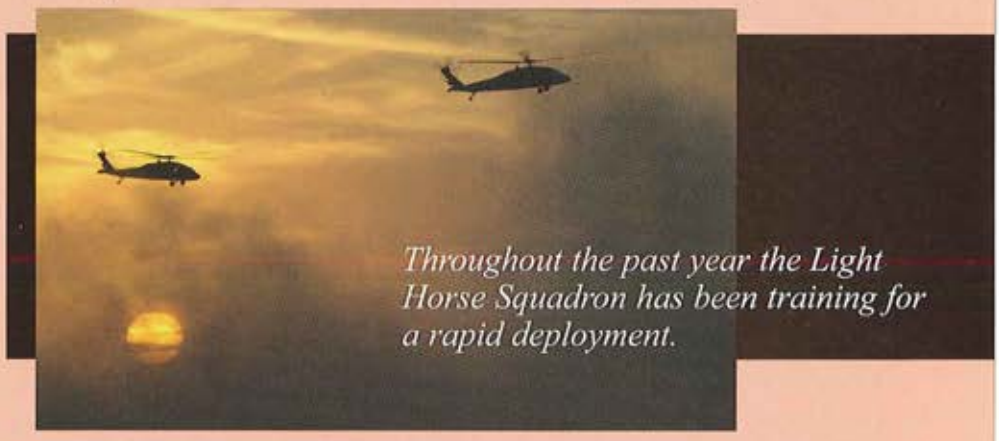
The 10th Avn. Bde. maintained an extremely high operational tempo (OPTEMPO) in FY 03, which was carried out by an aggressive training plan to sustain the brigade's combat readiness and prepare for deployments to both Afghanistan and Iraq. The brigade flew more than 14,500 hours during FY03, supporting a wide range of operations.

In the summer of 2002 the brigade received notification of a deployment in support of OEF and, as a result, formed TF Knight Hawk (2nd Bn. headquarters) and TF Falcon (10th Avn. Bde. headquarters) to support 10th Mtn. Div. in OEF in Afghanistan. The formation of TF Knight Hawk and TF Falcon started an aggressive training plan, which included both attack and assault assets in order to certify deploying soldiers. Early on in the planning process the decision to deploy Kiowa Warriors to OEF had not been determined, but the pilots trained hard and were included in all certification exercises. This paid off, since three out of the five companies in the brigade are deploying to Iraq. In addition to multiple battalion- and company-level situational training exercises in preparation for OEF, the 10th Avn. Bde. conducted multiple combined-arms exercises to validate the staff and their ability to command and control.

FY 03 began with a CALFEX that included all attack and assault assets as the brigade headquarters provided command and control for a deliberate attack integrating air, artillery and close air support. Conducted simultaneously with the CALFEX, the 1st Bn. conducted an aerial gunnery and convoy live fire. Following the CALFEX the brigade participated in Mountain Peak, a division-level exercise, to validate command and control at the division and brigade levels.

The Mountain Peak train-up provided the certification tool for the 10th Avn. Bde. to deploy two aviation task forces to JRTC in support of the 10th Mtn. Div.'s 1st and 2nd brigades. Throughout the year the brigade participated in fire-control exercises with the 10th Mtn. Brigades by integrating OH-58D Kiowa Warriors with artillery, mortars and close air support. The brigade also had the opportunity to conduct Joint Air Attack Team (JAAT) training with aircraft from the Fighter Weapons School at Nellis Air Force Base, Nev.

The 10th Avn. Bde. also participated in the division's Warfighter exercise, during which the brigade staff had the opportunity to plan and execute close, rear and deep operations as part of a division effort. In addition, brigade elements conducted aviation operations for cadet field training at the U.S. Military Academy at West Point, N.Y., and aircrew survivability equipment (ASE) training at Cherry Point, N.C. During the ASE exercise, the aircrews gained a better understanding of their multiple aircraft countermeasure systems when they flew against a myriad of simulated enemy air defense radar systems. The aggressive training plan has ensured that TF Knight Hawk and TF Falcon are poised and ready for operations in Afghanistan and validated mission-training plans.



Throughout the past year the Light Horse Squadron has been training for a rapid deployment.

While TF Knight Hawk and TF Falcon prepared for OEF, TF 3-17 CAV prepared for OIF. TF 3-17 CAV participated in all of the 10th Avn. Bde. FY 03 certification events. The 3-17 CAV, known as Task Force Light Horse, is the first air cavalry element to deploy with the Stryker Brigade. The squadron was task organized with an additional air-cavalry troop from 1-10 ATK, a UH-60 company (-) from 2-10 ASSLT, elements of Co. C AVIM, and sections from the field artillery, air defense, and Air Force.

Throughout the past year the Light Horse Squadron has been training for a rapid deployment. Earlier in 2003, the squadron participated in a challenging and demanding Division Warfighter exercise. This operation plunged the staff and troops into intense MDMP processes, orders production and various liaison requirements. In the summer of 2003 Light Horse and 1st Bn. went through an aerial gunnery, UH-60 door gunnery and convoy live fire to ensure all combat crews were fully qualified. Light Horse also went through an intense weekly IRT training program.

The squadron, while moving forward with its OIF deployment preparations, had to begin the radical change from a mostly analog task force to a digitally integrated task force. To accomplish this the squadron deployed approximately 100 personnel, all of its command-and-control (TOC, TAC and ALOC) elements, a maintenance element, a III/V slice, and four OH-58Ds from B/3-17 to Fort Lewis, Wash., to conduct integration training with the Stryker Brigade. In addition to the elements that deployed to Fort Lewis, C/1-10 ATK, the task force's newest member, went to Fort Rucker, Ala., to operate simultaneously utilizing CAV SIM. The troop at Fort Rucker was linked digitally to Fort Lewis, where the task force participated in a Command Post Exercise (CPX), as well as concurrently running a Situational Training Exercise/Field Training Exercise (STX/FTX).

To close out FY 03 the 1st Bn. began the Safety Enhancement Program (SEP), converting their 24 OH-58D (I) to the OH-58D (R) with the anticipated completion date of August 2004. The 1st Bn. also assumed the roles and functions of the 10th Avn. Bde. while it forward deployed to Afghanistan.

Moving into FY 04, more than two thirds of the brigade, including the 10th Avn. Bde. Headquarters; 2nd Bn.;

3rd Sqdn., 17th Cav.; C-10 AVIM; and one attack company from 1st Bn. are forward deployed in support of OEF in Afghanistan and OIF in Iraq. In preparation for the brigade's current deployments, FY 03 training events and exercises focused on warfighting and combined-arms integration.

82ND AVIATION BRIGADE, 82ND AIRBORNE DIVISION

The 82nd Avn. Bde. mission is to deploy worldwide to find, fix and destroy enemy forces using aerial fire and maneuver to concentrate and sustain combat power. To meet this demanding requirement, the brigade continuously trains to hone its fighting skills. The brigade's significant training events can be classified by focus as regimental training, divisional training and support to external organizations.

During regimental training the attack battalion, assault battalion and cavalry squadron execute close-fight missions with the division's three airborne brigades. To conduct this training each of our battalions/squadron form aviation task forces that are habitually aligned with one of the infantry brigades. Each aviation task force participates in the maneuver brigade's intensified training cycle (ITC) to train its mission essential tasks and close-fight missions. These missions include conducting pre-assault fires during airfield-seizure operations, reconnaissance, security and hasty, close attacks with OH-58D Kiowa Warriors for ground forces in contact. The assault battalion's UH-60 Black Hawks execute company-through brigade-sized air assaults to provide paratroopers with critical tactical mobility.

From August 2002 through August 2003 the 82nd Avn. Bde. was tasked to provide simultaneous support to both theaters in support of the war on terror. To support the combat force in Afghanistan the brigade headquarters deployed as the aviation task force command element. The task force — drawn from 2nd Bn., 82nd Avn., (assault aircraft), 1st Sqdn., 17th Cav., (-), and elements of the aviation support battalion (ASB) deployed to Afghanistan for two six-month, back-to-back rotations. These 500 soldiers and 15 Black Hawks flew more than 7,000 hours without serious incident or accident.

Aircraft of the 1st Bn., 82nd Avn., the cavalry ground troop of 1-17 Cav., and elements of the ASB deployed to Iraq for four months in support of Operation Iraqi Freedom. These 200 soldiers and 12 OH-58D Kiowa Warriors provided reconnaissance and security mission support to the 82nd Abn. Div. during its battles in southern Iraq while flying more than 1,500 hours without serious incident or accident.

In September 2003 the 82nd Avn. Bde. headquarters, the 1st and 2nd battalions, the 1-17 Cav. (-), and the 82nd ASB (-) once again deployed to Iraq, this time on a six-month rotation to relieve units from combat operations. All of these events were conducted while the 82nd Avn. Bde. continuously maintained a division ready brigade aviation mission task force ready to deploy worldwide within 18 hours.

The brigade's OH-58Ds were the first in the Army equipped with the Engine Barrier Filter System. The new air filters greatly extend the life of the engines in the harsh Iraqi environment. The OH-58D units are responsible for the design of the M-4 rifle mounts for use in the cockpit, as well as for the design of the AIM 1 laser mount on the weapons pylon. These two features enhance the combat effectiveness of the Kiowa Warrior.

Efforts to upgrade the UH-60 command-and-control Black Hawks are equally important. Several of the "console aircraft" have received the "Euro" modification, making their communications package more capable while increasing their reliability.

159TH AVIATION BRIGADE, 101ST AIRBORNE DIVISION

As an integral part of the 101st Abn. Div. the 159th Avn. Bde., also known as the Thunder Brigade, is located at Fort Campbell, Ky. The unit's mission is to deploy worldwide within 36 hours of initial notification and conduct air-assault and air-movement operations in support of the 101st Abn. Div. and XVIII Abn. Corps contingency missions. The Thunder Brigade is the largest aviation brigade in the U.S. Army; its 150 helicopters are organized in three UH-60L assault battalions, a CH-47 medium-lift aviation battalion, a medevac company, an air-traffic services company, and the brigade headquarters and headquarters company.

Elements of the Thunder Brigade have been very active during the past year while conducting several training exercises and real-world deployments. Various units of the brigade have fought in OEF since the initial deployment to Afghanistan. We just redeployed our last formation, Co. C, 7th Bn., 159th Avn., from that region in July.

While OEF was ongoing, other training continued at home station and around the country. The training included a brigade-led nuclear, biological and chemical situational-training exercise; a survival, evasion, resistance and escape course; aerial gunnery, instruction at the High Altitude Aviation Training School in Colorado, and a convoy live-fire exercise. The 4th Bn., 159th Avn., also deployed twice to the Joint Readiness Training Center at Fort Polk for JRTC Rotations 02-04 and 03-02 with the division's 2nd and 3rd infantry brigades.

OIF marks our most significant contribution to the war on terrorism thus far. The entire brigade, minus the formation deployed to Afghanistan, deployed to Kuwait and eventually Iraq. The brigade contributed to the 101st Abn. Div. fight from Kuwait and then 1,200 kilometers north to Mosul. The brigade headquarters, the 7th and 9th battalions and the 50th Med. are currently located at Mosul Airfield in northern Iraq. The brigade's 4th and 5th battalions and the Forward Support Medical Teams (FSMT) are currently in three locations throughout the division area of operations providing aerial support to the division and its infantry brigade combat teams. The 159th Avn. Bde. is conducting ongoing air-assault operations, company raids, unique reconnaissance missions and division resupply missions. Thus far, the brigade has flown more than 30,000 combat hours in Iraq.

The 159th's focus has expanded from combat operations to include operations aimed at winning the hearts and minds of the Iraqi people. The brigade has assumed the lead role in the reconstruction and revitalization of the four higher-education facilities in Mosul. These include Mosul University, Mosul Technical Institute, Mosul Technical College and Ninevah Technical Institute.

The 159th Avn. Bde. will continue to work hard as part of the great air-assault team of the 101st Abn. Div.

We stand committed to provide constant aviation support until we redeploy to prepare for our next "rendezvous with destiny."

101ST AVIATION BRIGADE, 101ST AIRBORNE DIVISION

The 101st Avn. Bde. at Fort Campbell, Ky., is the Army's largest attack aviation brigade. The unit's three attack battalions, cavalry squadron and command aviation battalion have played an active role in the global war on terrorism over the last year.

In October of 2002 the 3rd Bn., 101st Avn. Bde., completed its redeployment training following its return from OEF in Afghanistan. While in Afghanistan, the battalion contributed significantly in the destruction of Taliban and al Qaida forces. Meanwhile, the rest of the brigade underwent a deployment-readiness exercise, which consisted of loading and staging its vehicles and equipment for potential movement.

In early January, after participating in a successful Warfighter exercise a few months earlier, key members of the brigade command and staff deployed to Grafenwöhr, Germany, for Exercise Victory Scrimmage. This V Corps exercise was essentially a rehearsal for possible combat operations in Southwest Asia. After repeated attempts to get Iraq to comply with United Nations resolutions, this scenario came to fruition.

The brigade received its deployment order in February 2003 to support combat operations in Iraq. Within 35 days of notification the brigade was downloading its equipment in Kuwait. Within 14 days of arrival in theater, the brigade had completed Reception, Staging, Onward Movement and Integration operations (RSOI). This included environmental training, helicopter gunnery ranges, small arms ranges and a myriad of other tasks associated with preparing for combat.

The wait for combat operations was a short one. On March 22 ground-assault convoys moved through two separate passage points to launch OIF. The brigade's initial destination was Forward Operating Base (FOB) Shell. The initial operation into Iraq, an air assault by the 3rd Bn., 187th Infantry, to secure FARP Shell, covered 385 km and employed the 2nd Sqdn., 17th Cav., as the shaping and air assault security force. In subsequent days, 1st and 2nd BCT air assaulted into two separate objective areas, while the division and 101st Avn. Bde. rapidly built combat power in Iraq. All of the brigade's aircraft were at FOB Shell within the first 24 hours of combat.

The brigade spent 18 days at FOB Shell and was heavily involved with combat operations. Severe dust storms delayed the initial deep attack against the 14th Brigade of Iraq's Medina (Republican Guard) Division. However, on March 28 the brigade conducted the attack. By using deception and effectively integrating joint fires, the brigade destroyed well over 50 pieces of equipment and enemy vehicles and subsequently facilitated the 3rd Inf. Div.'s movement to the north.

On March 29 the 3rd Bn., 101st Avn., provided security for the longest air-assault mission in the division's history for the purpose of securing a key bridge crossing over the Euphrates River.

In subsequent days the brigade was in direct support to 1 BCT's successful mission to seize An Najaf. While elements from two attack battalions provided standoff fires outside of town to prevent the enemy from escaping and to prevent reinforcements, the cavalry squadron conducted reconnaissance and security missions in support of 1 BCT. The 101st Avn. Bde. destroyed close to 300 vehicles and associated weapon systems in the victory at An Najaf.

As the brigade pushed forward to find a suitable FOB in the vicinity of Karbala lake, it identified and destroyed a key enemy radar site. Although the location was found to be unsuitable for occupation, the brigade destroyed several radar, artillery and air-defense systems.

Shortly afterwards, the brigade encountered a determined enemy south of Al Hillah. As 2nd BCT attacked north along highway 8 in support of the 3rd Inf. Div. attack toward Karbala, Republican Guard units remained dug in south of Al Hillah. This was the only case where the enemy effectively massed fires on 101st Avn. Bde. forces. Eight Apaches were hit by enemy fire in the 3-1/2 hour fight. The battalion had still provided critical standoff fires and close-combat attacks, ultimately contributing to the destruction of an Iraqi infantry battalion, tank platoon, two artillery batteries and an air-defense battery.

In early April the brigade was tasked to support 2nd BCT's clearance of Karbala behind 3rd ID's rapid attack north to Baghdad. Using close-combat attacks and standoff fires, the inner ring/outer ring concept proved very successful for the 2-17th Cav. and 3-101 Avn. During the battle, the brigade destroyed more than 200 enemy vehicles and associated weapon systems.

Following the successful clearance of Karbala, the brigade conducted an armed reconnaissance into the Ar Ramadi Gap to identify and destroy remnants of the Republican Guard's Hammurabi Division in order to protect the V Corps western flank. Again, the brigade successfully combined fire and maneuver and used joint fires in this 135-km deep mission, destroying more than 70 enemy vehicles and weapon systems. This successful mission likely contributed to the eventual capitulation of the enemy's 12th Armored Brigade.

As coalition forces continued to steamroll north, the division turned its attention back to Al Hillah. With 3rd BCT acting as the main effort and attacking west and south from Karbala into Al Hillah, the 101st Avn. Bde. again played a key role in ensuring success. This battle was critical to securing Highway 8, a key line of communication north to Baghdad. Although most of the enemy equipment found was abandoned, the brigade contributed to the destruction of almost 400 enemy vehicles and associated weapon systems.

Due to the rapid movement north, there was a concern that the corps' eastern flank might be vulnerable to exploitation by the enemy. The 1st Bn., 101st Avn., spent two days conducting a zone reconnaissance to protect the eastern flank of V Corps. The battalion identified several unmanned targets under the thick canopy of vegetation and successfully destroyed some 175 enemy vehicles and weapon systems.

By April 10 friendly forces began to clear Baghdad. The division was given the mission to clear the southern part of the city. As the 2nd and 3rd BCTs began this tedious task, the aviation brigade provided security, close-combat attacks and standoff fires to each BCT. Although the

enemy had abandoned several positions, the brigade was successful in destroying more than 150 vehicles and weapon systems.

By April 15, with major combat actions coming to a close, the brigade moved for the third time to Iskandariah airfield. After a couple of weeks of operations to clear Baghdad, the division shifted its attention north to Mosul.

With Mosul being the center of gravity for northern Iraq, the 101st Abn. Div. surpassed its own record set in March by executing the longest air assault in history, covering more than 500 km to Mosul. The 101st Avn. Bde. provided reconnaissance and air-assault security for this essential mission.

After arriving in Mosul the division and 101st Avn. Bde. began the task of securing the city and conducting stability-and-support operations, which it continues to do to this day. This has been accomplished by monitoring and clearing unauthorized checkpoints, maintaining the flow of civilian and military traffic, ensuring the flow of essential fuel into sector, re-establishing pre-existing trade routes, and identifying enemy ambush sites and improvised explosive devices.

The brigade's 1st Bn. was based in Kirkuk, under the operational control of the 173rd Abn. Bde. and 4th Inf. Div. The rest of the 101st Avn. Bde. has called Qayyarah West Airfield home. However, with major combat operations completed the division and brigade have continued to conduct combat operations in order to meet the current SASO mission.

In June, elements from the brigade supported special-operations forces and 1 BCT in the destruction of a terrorist base camp in northern Iraq, killing 47 terrorists and capturing numerous weapons and supplies. In July, while acting on an informant's tip, Kiowa Warriors assisted in the take down of two of the former regime's three most valuable targets in the city of Mosul. In the weeks that followed, the brigade assisted in the capture of several other high-value targets.

In early September the 1st BCT and 101st Avn. Bde. conducted a raid on a suspected terrorist camp in western Iraq. On Sept. 11, Task Force Destiny raided another terrorist camp and took 85 prisoners. Just six days later the brigade supported operations to clear a cave complex to apprehend more terrorists, who were trying to disrupt stability operations in Iraq.

The brigade has become heavily involved in the civil-affairs arena by adopting 27 local villages. Projects have included building and stocking medical clinics and schools, as well as restoring bridges, roads and other projects. To date, the brigade has spent well over $1 million to improve local villages. Additionally, the brigade hired dozens of local Iraqi workers to improve living conditions and make modifications to the airfield, which will eventually be turned over to a free Iraq.

In support of OIF, the 101st Avn. Bde. has flown several hundred missions, totaling well over 25,000 combat hours. Over the last year the brigade has been a key element to the success of the 101st Abn. Div. In coming months, the brigade will continue its role to support the global war on terrorism and its commitment to our nation's values and security.

18TH AVIATION BRIGADE

The mission of the 18th Avn. Bde. is to deploy worldwide to conduct combat aviation operations in support of the XVIII Abn. Corps commander's strategic crisis-response force. The brigade is manned and trained to rapidly deploy by air, land or sea anywhere in the world and is prepared to fight upon arrival and win.

The 18th Avn. Bde. is a multi-component unit with elements in both the active Army and the Army National Guard and Army Reserve. The active component is composed of a headquarters and headquarters company, a UH-60 battalion, an air-traffic services battalion and two CH-47 companies. All of these units are based at Fort Bragg, with the exception of the CH-47s of Co. B, 159th Avn., which is sta-

tioned at Hunter Army Airfield, Ga.

The reserve component, which makes up the bulk of the brigade, is spread throughout several state National Guard facilities, including Rhode Island, New Jersey, Massachusetts, Georgia, Alabama, Florida, Mississippi, Connecticut, Pennsylvania, and North and South Carolina. These units belong to the 449th Avn. Group, which includes the 1st battalions of the 58th, 159th, 126th, 131st, 171st, and 169th Avn. Regts. The 449th Avn. Group received federal recognition in 1988 and has been wartraced with this brigade since it became a force-support package unit in September 1997.

The 1-159th, the corps command aviation UH-60 battalion, has been busy providing support to several high-profile missions both in the United States and overseas. Last November, the battalion began working with the U.S. Secret Service, providing air security to high-level government officials throughout the United States. Since mission assumption, the "Renegades" have executed 24 successful deployments, including a month-long mission in Wyoming in direct support of the vice president. Overseas, the 1-159th supported OIF with a three aircraft VIP detachment based in Doha, Qatar, in direct support of GEN Tommy Franks. In addition, the 1-159th continues to execute Operation Bahamas, Turks and Caicos (OPBAT), a multi-national, interagency, multi-service counterdrug mission in the Bahamas. Since the battalion assumed the OPBAT mission in December 2001, it has directly contributed to the seizure of 14 tons of illegal drugs.

In the last year the 1-58th Avn. Regt., U.S. Army Forces Command's only air-traffic services battalion, has sent every one of its line companies overseas to support the global war on terrorism. Co. A spent nine months deployed to Afghanistan, controlling both Khandahar Airfield and Forward Operating Base Salerno. Co. B returned from six months deployed to OEF in February and redeployed to OIF in September in support of the 82nd Abn. Div. Co. C left for Kuwait in February with the 101st Abn. Div. The company currently controls Mosul Airfield, Quiyarrah West Airfield and Tallafar Tower. To date, the company has successfully controlled more than 136,000 aircraft at these three locations. Co. C was recently informed that it won the 2003 Earl F. Ward Air Traffic Control Company of the Year award. In July, Co. D returned from controlling Baghdad International Airport while deployed in support of the 3rd Inf. Div. Finally, Co. F is currently in Iraq providing air-traffic services in support of the 4th Inf. Div. To date, the company has controlled more than 30,000 aircraft and driven more than 44,000 miles in a combat theater with no significant incidents or accidents.

The brigade's Co. B, 159th Avn. Regt., at Hunter Army Airfield has also had a busy year. The company redeployed after eight months in Afghanistan in August 2002. It spent the better part of the fall recovering aircraft and aircrews from flying more than 2,200 hours in the high-altitude, high-temperature and high-demand environment of Afghanistan. In January 2003, only 4-1/2 months after its return from Afghanistan, the company got word that it was going back to the U.S. Central Command area of responsibility, this time in support of OIF. Just like OEF, the soldiers of B/159 were the first conventional CH-47 asset in theatre. Within their five-month deployment, the aircrews flew 14 CH-47s more than 2,000 hours in support of the 3rd Inf. Div. assault on Baghdad without a single fatality. On the ground, Co. B safely convoyed more than 1,000 miles to, through and back from Baghdad, completed six aircraft phase inspections and supported a corps-level FARP. All 236 soldiers of Co. B redeployed on July 15, 2003. Presently, the company is entering a RESET program for all 14 of its aircraft and crews in order to prepare for future operations.

Kiowa Warriors assisted in the take down of two of the former regime's three most valuable targets ...

The 159th's Co. C continues to support OEF at Bagram Airfield, Afghanistan. Since July 2002 the company's eight CH-47s have flown more than 4,500 hours in support of the 82nd Abn. Div., the 10th Mtn. Div. and special-operations forces. The company's CH-47s continue to be the center of gravity for operations in Afghanistan. One of their greatest achievements was the execution of an air assault consisting of 82nd Abn. Div. paratroopers, special-operations soldiers, Italian Army troops and elements of the new Afghan National Army (ANA). For the Italians the mission was their first ever-combat air assault, and it was the first-ever air assault by the ANA. More recently, Co. C safely executed a combat jump/show-of-force for the Combined Joint Special Operations Task Force (CJSOTF) outside Kabul. The unit continues to conduct a myriad of missions, from daily resupply runs to for-

ward operating bases, air assaults, and VIP transport and aircraft recovery. While in-country, C/159 recovered a UH-60, AH-64, F-16 and an Mi-8 without incident and with no further damage to any of the aircraft.

Over the last year, the soldiers of the 18th Avn. Bde. have been involved in every aspect of the global war on terror. From homeland security to Operations Enduring Freedom and Iraqi Freedom, the brigade has actively and decisively supported the XVIII Abn. Corps global contingency mission on every front and remains continually postured for future operations.

229TH AVIATION REGIMENT

The 229th Avn. Regt. provides the deep-attack capability of the XVIII Abn. Corps. As the corp's attack-helicopter regiment, the 229th's mission is to rapidly deploy worldwide in support of the corps' contingency operations, conducting shaping operations in the corps' deep battle space.

From July 2002 to September 2003 the 229th was called upon to deploy forces to OEF in support of America's war on terror. Leading off the regiment was 1-229th, deploying to Afghanistan in July 2002 supporting OEF II. Reorganized as TF Shark, 1-229th conducted air-assault, air-movement, attack, reconnaissance and security operations in conjunction with U.S. and coalition forces combating anti-coalition militants throughout Afghanistan. After completing a very successful tour in support of OEF II, 1-229th returned to CONUS to begin its transition to the AH-64D Longbow. Deployed to Fort Hood, Texas, in March 2003 for the Longbow Unit Fielding and Training Plan (UFTP), 1-229th will complete its training and return to Fort Bragg in December 2003, marking more than 14 of 16 months deployed away from home station.

OEF III placed even more demands on the 229th Avn. Regt. The 3-229th reorganized, forming TF ANGEL conducting the same range of missions as its predecessor in OEF II. In January 2003 the regimental headquarters deployed as TF TIGER, replacing TF Pegasus (82nd Avn. Bde.) as the aviation brigade headquarters supporting CJTF-180. TF TIGER's mission in Afghanistan was to provide CJTF-180 with the full spectrum of Army aviation capabilities, from attack helicopter operations to air assault and air movement of coalition forces and supplies throughout the CJOA in support of CTF DEVIL (504th Inf., 82nd Abn. Div.), CJSOTF, CJMOTF, OMC-A, OGA and, at times, the ANA. TF TIGER included TF ANGEL at Bagram Air Base, TF SABER (1st Sqdn., 17th Cav.) at Kandahar Army Airfield and TF DRAGON WARRIOR, (4-159th AVIM) conducting split-based maintenance operations at both locations.

Operating in northern and central Afghanistan, TF ANGEL included AH-64s from 3-229th, UH-60s from A/2-82 Avn. and CH-47s from C/159th Avn. TF SABER was equally as diverse, supporting combat operations in southern and central Afghanistan with AH-64 company from 3-229th, UH-60s from A/2-82 Avn., CH-47s from C/7101 Avn., and G/104 (Pennsylvania Army National Guard). Other elements of TF TIGER included A/1-58th Air Traffic Services, responsible for guaranteeing the safe conduct of aviation operations at both Kandahar Army Airfield and FOB Salerno, near Khowst AFG. Aeromedical-evacuation support was provided by the California Army Guard's 126th Medical Co. at Bagram, Kandahar and FOB Salerno. And finally, the Maine Army National Guard provided C-12 support throughout Afghanistan and surrounding countries.

The 229th Avn. Regt.'s deployment during OEF II and III can best be described as a tremendous success. Flying more than 26,000 combat hours in approximately 13 months, elements of the regiment played a major role in more than 30 named combat operations that encompassed missions ranging from coalition SOF insertions to brigade (-) air assaults, as well as hundreds of QRF attack helicopter operations throughout the Afghanistan CJOA. Supporting U.S. and coalition combat forces in the most demanding environment ever experienced by Army aviation, the soldiers, NCOs, warrant officers and officers of the 229th continued to uphold the regiment's outstanding reputation as a diverse and highly capable organization always ready to support the XVIII Abn. Corps contingency missions around the world.

The 18th Avn. Bde. is a multi-component unit with elements in both the active Army and the Army National Guard and Army Reserve.

4TH SQUADRON, 2ND ARMORED CAVALRY REGIMENT

The starting point for our journey to Baghdad was the lessons learned in August 2002 at the JRTC (rotation 02-09) as a 42-ship, 500-man aviation task force in support of the 5,000-man 2nd Regimental Combat Team (RCT).

Those combined-arms "full-spectrum" operations at the training center laid the foundation for the training program that prepared us for success in Iraq. The after-action reviews (AARs) and day-to-day interactions with our observer-controller counterparts (OCs) allowed us to assess measures needed to not only sustain strengths, but also to correct weaknesses in our warfighting skills at the individual and collective level.

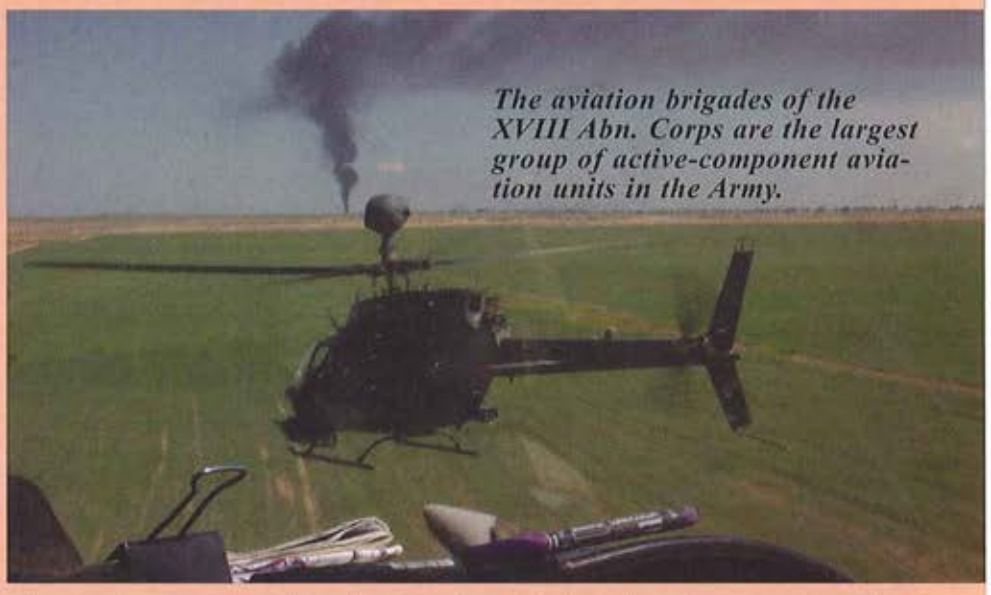
The training program we embarked on over a period of months leading to our successful deployment in April by air, ground and ship was shaped by our JRTC experience. Immediately upon completion of ground and air recovery from JRTC, we conducted individual/crew small

arms proficiency training in September, followed by crew table III-VIII (UH/OH) aerial gunnery in October. In November, over a three-week period, the squadron focused on combined arms lanes training in support of every ground cavalry troop (GCT) in the regiment. These ground-cavalry squadrons (GCSs) administered live-fire exercises (LFXs), refined the lessons learned at JRTC for AGI, and expanded our capability beyond habitual association by the air-cavalry troops (ACT) to more flexible and interchangeable teams, including integrating Table-VIII qualified staff crews in support of the GCT under the control of the ACT commander.

The LFXs included artillery, mortars, engineers and, occasionally, close air support. In December, the focus further refined individual training with Common-Task Testing (CTT), Nuclear, Biological and Chemical (NBC) lanes training, combat lifesaver training (CLS), and drivers training individually and collectively and more small arms ranges. Additionally, the driver for battle staff proficiency remained quarterly, 96-hour, regimental-driven staff exercises, frequently in simulation, based on Iraqi terrain and threats. We closed out the 1st Quarter ready for collective level refinement and final preparation for deployment in support of the looming war in Iraq.

In the first week of April, the regimental TAC, a GCS, 2-2 ACR (Task Force Cougar) with an ACT (Outlaw), deployed by strategic air in the largest regimental deployment by air in its history (more than 1,000 soldiers and their equipment on 22 C-5/C-17 sorties) to Kuwait. Within days TF Cougar attacked, conducting an approach march, securing lines of communication and completing a BHO in Baghdad on the East side of the Tigris River with Marine Corps forces. The rest of the regiment closed by air and sea at the end of April. Sabre Squadron completed RSOI training in Kuwait in preparation for combat operations, closing by air on Baghdad on May 12. Sabre completed Right Seat, Right Ride (RSR) training and formally assumed its mission on May 19 with a 32-aircraft, 100-vehicle and 400-man aviation task force.

Sabre Squadron is maintaining a flying Operational Tempo (OPTEMPO) at twice the rate of home station, and is doing it safely in an unforgivingly harsh Middle Eastern urban environment. The III/V platoon is one of the hardest working in the squadron and has been a linchpin of our success to date (having pumped more than 200,000 gallons of JP8 since our arrival). In CONUS, we have a 7,200 hour annual flying hour program. While deployed, we have flown 3,500 combat hours in our first three months in support of OIF units. Reconnaissance (route, zone and area), security, air-movement and C2 missions have been in support of not only the regiment, but also conventional combined-arms members, special forces and numerous area security and route reconnaissance (to identify restrictions, obstacles, curfew violators, potential improved explosive devices and criminal activity), including convoy-security missions for a multitude of visiting senior officers and governmental officials.



The aviation brigades of the XVIII Abn. Corps are the largest group of active-component aviation units in the Army.

Major operations supported so far include Desert Scorpion I-III and Iron Mountain. To date, we have located and helped secure numerous small arms, countless amounts of artillery and air defense weapons, ammunition caches, and most recently provided area security for raids resulting in the detention of more than 50 former Fedayeen members suspected of terrorist activities against the coalition.

Embedded in our mission success has been an unparalleled team maintenance effort on the part of our troop commanders and first sergeants, our NCOs, our crew chiefs, our support squadron and our contractors. We could not maintain our current OPTEMPO without their commitment to mission accomplishment. We have been privileged to work under and support the 1st and 3rd Infantry divisions as part of the Dragoon Battle Group.

The long-term outlook in Iraq is positive. We make daily improvement in access to basic services for every citizen (water, sewage, electricity, housing, food and gas/propane access); coalition forces are providing a safe and secure environment for the Iraqi people, and we are marching inevitably to not only the defeat of paramilitary forces but also the establishment of a democratic, representative government in the coming months.

The aviation brigades of the XVIII Abn. Corps are the largest group of active-component aviation units in the Army. Throughout the last year, they have truly met every challenge presented them in a demanding, austere global environment. They are absolutely professional organizations that have dutifully done more with less and stand prepared to deploy and conduct combat operations in joint, combined or multinational contingency operations.

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LTG John R. Vines is commander of the XVIII Airborne Corps at Fort Bragg, N.C. LTC Curt S. Cooper, CPT Joseph D. Amman, CPT Mary Beth Thompson, CPT Michael R. Ivy, CPT Melissa A. Jones and CW4 Philip J. Schmiesing contributed to this article.

Realistic Training on Freedom's Frontier

By GEN Leon J. LaPorte

For the past 50 years the combined Republic of Korea (ROK)-United States (U.S.) alliance, under the mantle of the United Nations (U.N.) and the Combined Forces Command (CFC), has guaranteed peace and stability on the Korean peninsula. Ever since the signing of the armistice agreement on July 27, 1953, formally suspended the hostilities of the Korean War, the CFC has been executing its real-world contingency mission of deterrence.

Even as other combatant commands are actively engaged around the globe in contingency operations — either as peacekeepers, or in combat actions against forces and organizations linked to terrorism and terrorist networks around the world — so too is the CFC actively engaged in its wartime mission. The ROK-U.S. alliance remains stalwartly postured to serve in the same capacity as it has for more than five decades — against a nation that possesses the world's fifth largest army and which keeps more than 70 percent of that force ominously postured in the southernmost third of that country. For the U.S. Army aviation community on the peninsula, this translates into some of the most realistic, challenging and rewarding training opportunities in the Army.

By ensuring an enhanced readiness posture through a rigorous training regimen, the CFC serves notice to North Korea that even though the United States and its allies are engaged in other theaters and other campaigns around the world, our commitment and resolve on the Korean peninsula remain as firm and unwavering as ever. What this means to the hundreds of highly motivated and disciplined service members assigned to Korea in support of Army aviation is that they are required to sustain their "fight tonight" readiness posture through even more dynamic and robust training in support of the CFC deterrence mission.

The Eighth U.S. Army is at the very heart of the Army component of the U.S. Forces Korea (USFK) contingent that helps comprise the ROK-U.S. alliance's CFC. Within Eighth

An AH-64D from the 1st Bn., 2nd Avn. Regt., fires rockets at an aerial gunnery range.

Army's aviation community, soldiers assigned to aviation units — as well as other organizations with aviation elements — conduct real-world operations in support of Eighth Army and CFC contingency missions, executing tasks across an incredibly broad spectrum.

The scope of training varies from air assault, attack and reconnaissance missions that the 2nd Aviation Brigade of the 2nd Infantry Division executes, to joint operations over both the East and West seas carried out by the attack helicopters of the 6th U.S. Cavalry Brigade. In between, the aviators of the 17th Avn. Bde., 52nd Medical Battalion and the 3rd Military Intelligence (MI) Bn. execute some of the most demanding contingency operations anywhere in the world. In addition, the conditions and terrain these soldiers train in and around are the ultimate in realism, because if war breaks out on the peninsula these soldiers will fight on exactly the same ground upon which they have been training for more than half a century.

Each one of the Eighth Army's aviation and aviation-related commands fulfills a vital role as part of the joint and combined team.

An AH-64D from the 1st Bn., 2nd Avn., fires 30mm rounds at an aerial gunnery range.

Each one of the Eighth Army's aviation and aviation-related commands fulfills a vital role as part of the joint and combined team. The Eighth Army's major U.S. ground combat unit in Korea, the 2nd Inf. Div. (2ID), figures prominently in any combined show of force and the division's aviation brigade is a major part of the effort.

Located north of Seoul and just south of the demilitarized zone (DMZ) that separates North and South Korea, the 2nd Avn. Bde. consists of three subordinate units: the 1st Bn., equipped with AH-64D Longbow Apache attack helicopters; the 2nd Bn., with UH-60L Black Hawks; and the 4th Squadron, 7th U.S. Cav., with AH-58D Kiowa Warrior helicopters and three ground-cavalry troops.

The 2nd Avn. Bde. mission is to conduct air assault, attack, and reconnaissance/security operations in support of division combat operations. The brigade often conducts aviation task force (TF) operations that involve not only the varied assets of the brigade and division, but also those of the various nondivisional aviation units located throughout the Korean peninsula.

The 2ID executes numerous division-level operations designed to exercise the entire command and displays the division's unmatched combined-arms proficiency to any would-be aggressors. A typical mission for the division is a river-crossing operation, in support of which the aviation brigade normally organizes an aviation TF to establish an airhead on the north side of the river. Generally organized under the leadership of the Commander of 2-2 Avn., one of five true air-assault battalions in the Army, the TF includes elements from the 1-2 Avn., unmanned aerial vehicle (UAV) feeds from the division's MI brigade, fire support from the division artillery, and support from the aforementioned nondivisional units located on the peninsula.

For an operation such as this, the division's aviation TF can expect support from the 1st and 2d battalions of the 52nd Avn. Regt. of the 17th Avn. Bde. The 1st Bn. is a UH-60A unit that provides command-and-control aircraft for the operation, and the 2nd Bn. is the theater's CH-47D Chinook heavy-lift helicopter battalion. In addition, the TF will receive air traffic services and pathfinder support for its forward area rearming and refueling points (FARPs) from Company B, 58th Avn. Regt., of the 164th Air Traffic Services (ATS) Group, also organic to the 17th Avn. Bde.

For the conduct of the operation, the aviation TF air assaults division infantry units to an objective on the far side of the river, creates the conditions for the establishment of an airhead, and executes a battle hand-off with the cavalry squadron executing a screening mission to provide early warning and reaction time for the overall operation.

Another major subordinate command of the Eighth Army is the 6th Cav. Bde., the premier aviation strike force on the Korean Peninsula. Composed of the 1st Sqdn. with AH-64A Apaches and the 3rd Sqdn. with AH-64Ds, the 6th Cav.'s mission is unique within the Army. In addition to such traditional attack-helicopter roles as the destruction of massed mechanized forces, the brigade is tasked with the destruction of infiltrating maritime special-operations forces (SOFs). The brigade accomplishes

this mission over the East and West seas in joint and combined operations with the U.S. and Republic of Korea navies.

Training for the overwater mission is some of the most rigorous and demanding in Army Aviation. The 6th Cavalry Brigade pilots routinely train in the Army's only dunker facility, practice live downed pilot extractions from the East Sea with CSAR UH-60s and conduct live fire overwater gunnery. Overwater training in the 6th Cavalry is routine and culminates in quarterly joint and combined counter special operations forces exercises with the Navy. These quarterly exercises are the largest recurring joint and combined training in the Korean theater.

In addition to the demands of the overwater mission, the aviators of the 6th Cav. are fully versed in combined operations with the Republic of Korea's warfighting armies and corps. The versatility of the brigade allows for its potential commitment under the command and control of the ground commander at the theater's point of main effort. In summary, the 6th Cav. Bde.'s unique missions and realistic, challenging training make it the assignment of choice for the Army's Apache pilots. The 6th Cav.'s subordinate units include the attack helicopters of the 1st and 3rd squadrons and the Patriot missiles of the 1st Bn., 43rd Air Defense Artillery.

The theater aviation asset on the peninsula is the 17th Avn. Bde. It is an extremely diverse aviation unit that conducts theater-aviation operations in support of Eighth Army and, on order, provides combat aviation support to the Ground Component Command (GCC) as an element of the Combined Aviation Force, a combined, corps-level organization.

Headquartered in Yongsan, the 17th's subordinate elements are scattered throughout South Korea — the 1st Bn. at Seoul Airbase, the 2nd Bn. about 45 miles south of the capitol at Camp Humphreys, and the 164th ATS Group located throughout the peninsula providing airspace command and control (AC2) from the DMZ southward.

As mentioned earlier, the 17th Avn. Bde. routinely supports the 2ID, the 19th TSC and the ROK Army. The 1st Bn., 52nd Avn., provides combat aviation support to CFC, USFK and the Eighth Army with UH-60A Black Hawks and C-12 Huron fixed-wing aircraft. The unit also has the theater personnel recovery (PR) mission and is on the cutting edge of this doctrine, providing much of the training, experience and technological instruction associated with this relatively new Armywide mission. The 2nd Bn., 52nd Avn., and its CH-47D Chinook helicopters are a much sought after asset that can execute operations in support of virtually any contingency associated with the theater.

One unique characteristic of the 17th Avn. Bde. is that, on order, it combines with the ROK Army Aviation Operations Command (AOC) to form the Combined Aviation Force (CAF). As previously mentioned, this is a truly combined corps-level organization commanded by an ROK Army lieutenant general with the 17th Avn. Bde. commander serving as the deputy CAF commander. In addition, the brigade staff becomes the deputy CAF staff, and this huge organization has the responsibility to conduct combat, combat support and combat service support aviation operations for the entire Korean theater.

These three aviation brigades, coupled with the abovementioned 3rd MI Bn. and the 52nd Med. Bn., provide Army aviation personnel an outstanding opportunity to train and hone their skills by executing real-world contingency operations on freedom's frontier. The combination of an unpredictable threat to our north and our immediate mission to defend the peninsula, together with the many unique professional opportunities of this well integrated joint and combined environment, all add up to unlimited rewards for Army aviation professionals.

In these uncertain times around the globe, Korea is clearly an assignment of choice as it serves as the lynchpin of Army aviation and the proving ground upon which all Army aviation warriors can perfect their craft by training to "fight tonight and win."

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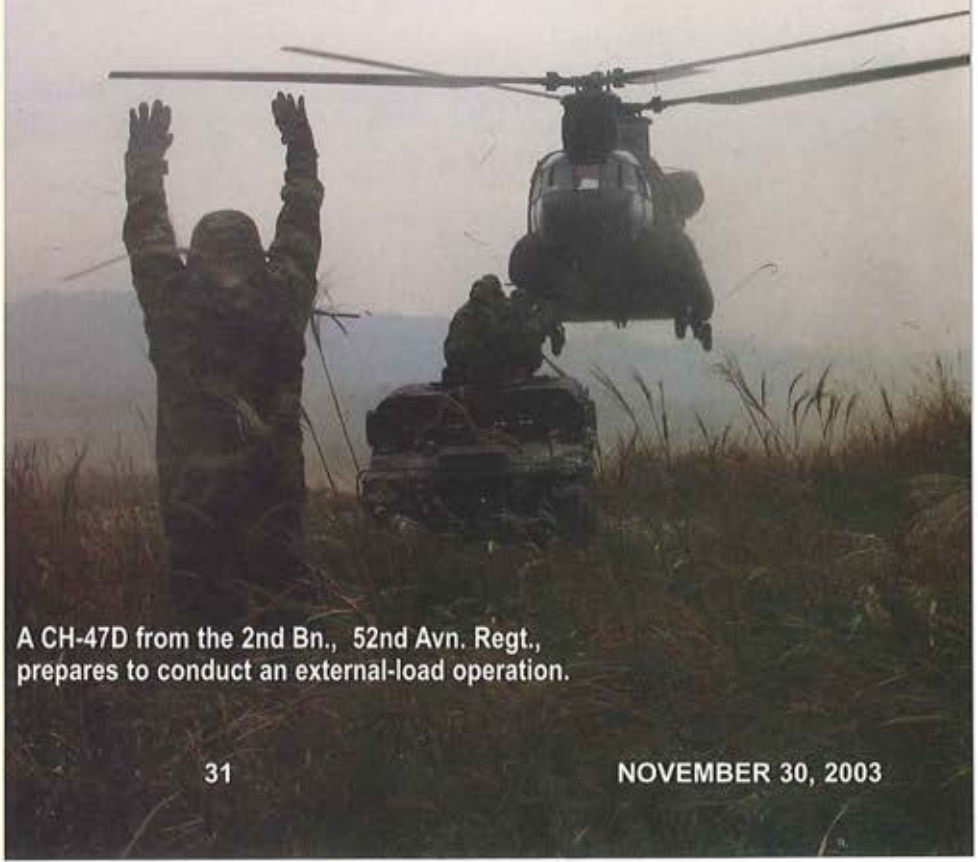
GEN Leon J. LaPorte is commander of the United Nations Command, Republic of Korea/U.S. Combined Forces Command, and U.S. Forces Korea.



A CH-47D from the 2nd Bn., 52nd Avn. Regt., prepares to conduct an external-load operation.

THE 12TH AVIATION BRIGADE
Task Force in Iraq

By MAJ Matthew Mingus

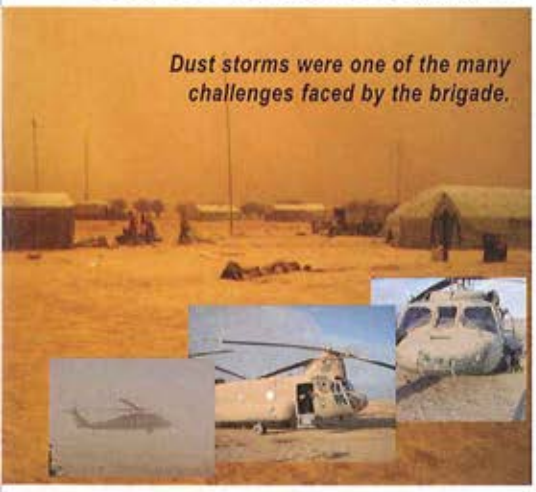
Operation Iraqi Freedom (OIF) added yet another chapter to the storied history of the 12th Aviation Brigade. From bases in Europe, the brigade's soldiers and their families answered the call to support the U.S. V Corps.

Deployment began in early October 2002. Since then, soldiers from the 12th Avn. Bde. have continued to provide outstanding support to V Corps and to Combined Joint Task Force 7 (CJTF-7). The brigade transformed from a corps separately operating in Europe into an echelons above division aviation brigade task force in support of CJTF-7.

This is the story of the Griffin brigade's soldiers in battle. I am proud to have been a part of it.

DEPLOYMENT

The 12th Avn. Bde. deployed more than 600 major pieces of equipment from the ports of Antwerp, Belgium, and Livorno, Italy. Griffin brigade equipment and soldiers covered more than 7,900 miles by land, sea and in the air. The brigade did not have any accidents during the deployment, primarily because of the extensive preparations by its soldiers and the phenomenal leadership of noncommissioned officers (NCOs) and officers.



Dust storms were one of the many challenges faced by the brigade.

The first unit to deploy into theater, in October 2002, was Company A, 1st Battalion, 158th Avn. Between Feb. 10 and March 19, 2003, it was joined in Kuwait by the brigade headquarters; the 3rd and 5th battalion of the 158th; Co. F of the 159th Avn. Regiment; the direct-support maintenance soldiers of Co. B, 7th Bn., 159th Avn.; and the air-traffic services troops of the 3rd Bn., 58th Avn. Regt.

The brigade was combat-ready by March 15, and by May 8 an additional UH-60 battalion and two further CH-47 companies were also ready for combat, rounding out the brigade's Reception, Staging, Onward Movement, and Integration (RSOI) operations. All deployment timelines were met because of the great teamwork and attitude displayed by Griffin soldiers, NCOs and officers.

FORMING THE TASK FORCE

Upon arrival in theater the 12th Avn. Bde. became an aviation task force (TF) with the addition of the 36th Medical Bn., Co. B of the 159th Avn. Regt., and Co. A of the 159th's 5th Bn. Elements of an infantry company from the 101st Airborne Division were also attached to the TF.

In order to prepare for OIF the brigade conducted live-fire training, local area orientation training, and desert environment training in Kuwait. Concurrently, 3-58 Avn. set up base operations and air-traffic services at Udairi Airfield, Kuwait, and managed more than 280 aircraft — providing both IFR and VFR procedures without incident. While at Udairi the unit controlled more than 11,000 movements and executed 34 ground-controlled approaches for the 11th Avn. Regt., the 3rd Infantry Div., the 101st Abn. Div. and the 12th Avn. Bde.

The brigade was eventually given control of the 2nd Bn., 228th Avn. Regt., a fixed-wing VIP support battalion, as well as two CH-47 companies — Co. F of the 106th Avn. Regt. and Co. G of the 140th Avn. Regt.

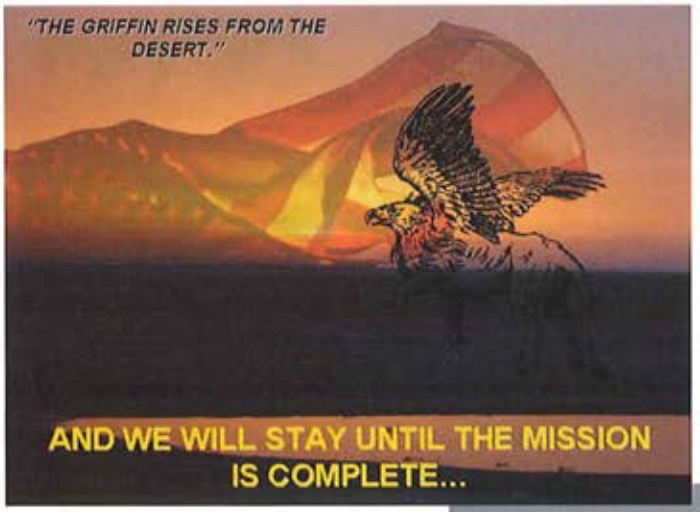
FULL-SPECTRUM OPERATIONS

The 12th Avn. Bde. TF demonstrated the versatility and flexibility of Army aviation during the ground war in Iraq. The brigade conducted a range of combat missions, including long-range surveillance insertions and extractions; the embedding of command and control and personnel recovery with deep-attack formations; unmanned aerial vehicle and baseline movements; convoy security; the movement of critical supplies; air assaults; and high-value target and detainee movements.

Combat-support missions included air movements, emergency resupply, command and control, air-traffic services and deliberate personnel recovery. Combat service support missions included aerial sustainment, nonstandard casualty evacuation, fixed-wing transportation and aviation maintenance.

A variety of missions were flown, including VIP visits by such dignitaries as the secretaries of state and defense and the commander and command sergeant major of Central Command. Arnold Schwarzenegger and rock bands such as Collective Soul and The Bruce Willis Band were also flown around by our units to visit troops throughout the theater.

Brigade soldiers have supported virtually every unit in the CJTF,



including the 3rd and 4th infantry divisions, the 82nd and 101st airborne divisions, and many coalition organizations as well. Though all of these missions were conducted under some of the most challenging conditions Army aviators have faced, all completed to standard and on time.

CHALLENGES

The Iraqi theater of operations has presented the 12th Avn. Bde. with a number of challenges. Perhaps the greatest of these was the environment itself.

As it turns out, Iraq is closer to the sun than Venus and has more blowing dust than Mars. The summer months (April to November) have taken their toll on the aircraft, and on the soldiers who fly and maintain them. Daytime temperatures soared above 100°F for more than 100 consecutive days. During July and August, free air temperatures usually hit around 113°, with the highest temperature at 125°.

When combined with the blowing wind and dust, these conditions presented a difficult situation for aviation operations, as well as for human habitation. On the upside, the skies are always clear and our softball games are never rained out. As always, the brigade's soldiers have risen above these environmental challenges through good discipline, innovation, and the proven ability of the American Soldier to adapt and overcome any situation.

Aircraft and vehicle maintenance continue to keep up with the mission load, despite the fact that metal components never really cool down, even at night. Brigade soldiers continue to train on everything from individual skills to multi-ship aerial gunnery. We removed the cockpit doors from our UH-60 fleet in order to lessen the impact of the heat on the aircrew and found that it improved the visibility and situational awareness of the pilots. The added visibility has helped immeasurably during dust landings (every landing is a dust landing) and night-vision goggle operations.

THE BRIGADE'S CONTRIBUTIONS

As of Oct. 10, 2003, the 12th Avn. Bde. TF's CH-47s and UH-60s had flown more than three times their annual flying-hour allocation. The brigade had also completed more than three times the normal number of UH-60 and CH-47 phases, had conducted several thousand missions, and had moved millions of pounds of equipment and thousands of personnel. In addition, the 3-58's air-traffic soldiers had controlled more than 150,000 air movements without incident. The brigade had also successfully conducted ground convoy movements of more than 500 vehicles, had run three FARPs and had pumped millions of gallons of fuel in support of the CJTF.

In order to contribute directly to the rebuilding of Iraq, the 12th Avn. Bde. has also completed numerous projects in the local community. These projects have included the rebuilding of a local hospital and the construction of water wells. Brigade units have also rebuilt a fire department and have supplied firefighters with all the equipment they needed to establish a working fire department.

These projects have greatly improved the lives of many local Iraqis, and brigade soldiers continue to build a strong relationship with the Iraqi people.

THE FUTURE

We are currently operating in Iraq and continuing to improve our foxhole while supporting CJTF-7. The brigade has managed a sometimes overwhelming mission requirement, and at the same time has continued to meet all training and maintenance requirements. The brigade's soldiers remain trained and ready for any mission that follows.

The nation and the aviation community should be proud of the brigade's soldiers — and their families — for all of their sacrifices and accomplishments. There is something special about the soldiers of the "Griffin Brigade." You can see it in their eyes. I can think of no greater honor than serving as a Griffin and telling a small piece of their story.

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MAJ Matthew Mingus is serving with the 12th Aviation Brigade in Iraq.

Desert Environmental Training — The Way Ahead

By CW5 Brent Driggers

Sand and dust storms can severely reduce visibility within minutes and for a prolonged period of time. Here, two CH-47s departing Udari, Kuwait, quickly disappear from view during a dust storm. Reduced visibility greatly increases mission risk.

The ultimate test of any aviation unit is on the battlefield. Combat training center rotations prepare you for this, but then again, not exactly.

What is this guy talking about?

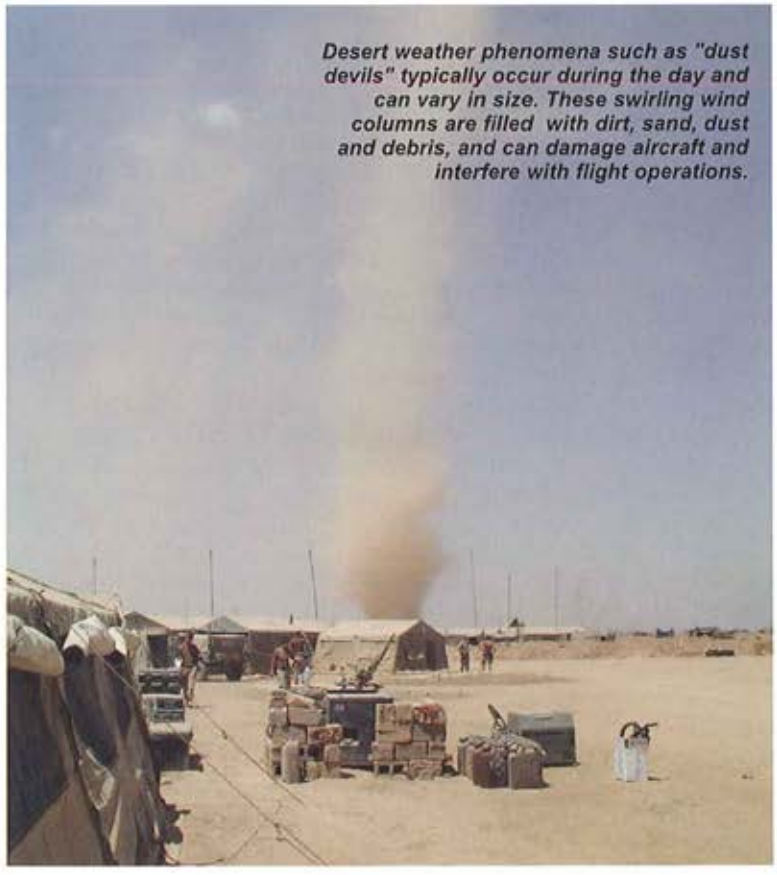
During my many rotations to the National Training Center (NTC) at Fort Irwin in the southern California desert, which began for me in 1983, I have been amazed at the difficulties associated with desert operations. We took units out in the early 1980s, completed some environmental training, and then jumped into the maneuver box. Accidents and fatalities occurred rotation after rotation — and yes, you guessed it — most were caused by human error.

On my birthday in 1990 I arrived in Saudi Arabia for a "rendezvous with destiny." I remember the long hours, countless bottles of water, not to mention the tons of dust eaten, but my training and that of my unit at the NTC did pay off — we had no incidents. Upon leaving the beautiful desert of Iraq and Saudi Arabia, I vowed not to come back again.

In 1992 another rotation to the NTC came along. As the company standardization officer, I insisted that each aviator fly, as a minimum, day single-ship and multi-ship formations, followed by the same training at night using night vision goggles (NVGs) to minimize the risks associated with the NTC's environment. Our standards section spent seven to 10 days in the dirt, but it paid dividends — our company had no incidents during that rotation.

I returned to the NTC in 1997 to conduct another rotation. Based on the successes enjoyed in '92, I wanted an up-front "train-the-trainer" week before the main body arrived. The "band of brothers," as we called the standards section, arrived 10 days ahead of the main body and we refreshed our desert operations tactics, techniques and procedures (TTPs). During this rotation there were no major incidents and, most importantly, no injuries or deaths.

"This was one of the best assault rotations that I have seen," said then-LTC Edward J. Sinclair, the NTC's senior aviation observer-controller. Sinclair attributed the success enjoyed by our unit — 9th Battalion, 101st Aviation Regiment, 159th Aviation Brigade — to the requirement we placed on ourselves to train all aviators to proficiency before entering the maneuver box. Our battalion commander, LTC Wayne Moore, insisted that no one would fly at the NTC unless environmentally trained.



Desert weather phenomena such as "dust devils" typically occur during the day and can vary in size. These swirling wind columns are filled with dirt, sand, dust and debris, and can damage aircraft and interfere with flight operations.

RETURN TO IRAQ

Twelve years had passed since my departure from Southwest Asia, when a message came down for me to attend a leaders' conference in Doha, Kuwait. On Feb. 3, 2003, I again started down another road to a "rendezvous with destiny."

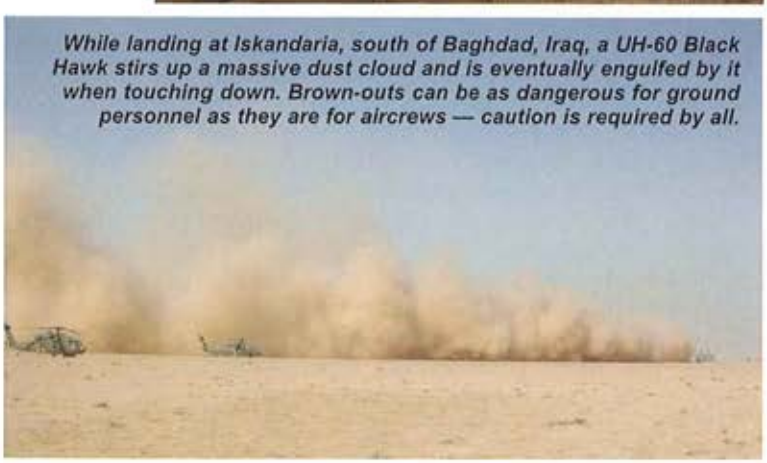
The 159th Avn. Bde. S3 and I spent four days laying the framework for our unit's training program during its reception, staging, onward movement and integration (RSOI) phase. MG James D. Thurman, the Combined Forces Land Component Command C3 (operations officer), spoke with us about the importance of being prepared for our mission and not going out to do our job untrained in the harsh Iraqi environment. He emphasized the "fratricide" prevention and M-60D machine gun training for newly assigned door gunners.

On Feb. 18, 2003, I returned to Doha with BG E.J. Sinclair, then the 101st Abn. Div. assistant division commander, ready to refresh my desert TTPs with our aircrews in-country, before the main body disembarked.

WEATHER ATTACKS TRAINING

The weather phenomena of dust storms — caused by continuously blowing winds, dust and sand, which reduced visibility to less than a mile — delayed my training. After patiently waiting six days to have weather to fly, I was able to get a flight with the Germany-based 12th Avn. Bde., then

A CH-47 Chinook sits encrusted with dust, dirt and sand at a forward rearming and refueling point following a sandstorm. This condition can scratch and damage windscreens, clog ports and openings, degrade sensors and cause other maintenance problems. Crews need to be trained and prepared to deal with the maintenance challenges the desert presents.



While landing at Iskandaria, south of Baghdad, Iraq, a UH-60 Black Hawk stirs up a massive dust cloud and is eventually engulfed by it when touching down. Brown-outs can be as dangerous for ground personnel as they are for aircrews — caution is required by all.

point of not crossing the berm until all units were properly trained.

We returned to Fort Campbell, Ky., on the day after our brigade received its deployment order to Kuwait, to prepare our unit for war. Academics were at the forefront of our training plan. Classes included power management, desert environmental techniques, in-theater. Towards the end of our training, as we practiced an emergency GPS approach, we could see yet another dust storm — this one totally unforecasted — heading our way. The visibility went down in a matter of three to five minutes and by the time we taxied to our parking spot the visibility was maybe an eighth of a mile. Thank heaven for taxi lines.

My point is this: Never trust a forecast, and be aware of the hazards associated with desert flying. As time passed, our weather team became very good at forecasting truer weather conditions. During combat operations, there were times when we had aircraft stranded in the desert because of violent dust storms. A TTP tip here: Always pack an overnight bag when you fly, and if possible have sufficient life-support items aboard to sustain you for three to five days.

That long week of waiting allowed me the opportunity to talk with each standardization officer about the RSOI training being conducted, and about what I expected to accomplish during the train-up. As before, I wanted to fly with each battalion standards officer to ensure our training techniques were standardized.

Our aircraft arrived on March 13. The next day we began training our aviators in desert takeoffs and landings. As part of our normal 159th Avn. Bde. readiness-level progression, all aviators are required to perform aircrew training manual (ATM) task 3001 — dust and snow landing and operations. Upon completing environmental qualifications, we began training our air assault warriors to fight in the harsh desert.

DESERT OPERATIONS — ENVIRONMENTAL FACTORS

The wind is your friend and you must make maximum use of it. Make all approaches and takeoffs into the wind and you will more than likely live to fly another day. Throw away the book and think outside of the box! No, we did not completely disregard previous lessons learned, but instead perfected our TTPs. We even looked at ways to improve upon the many invaluable after-action reviews from numerous NTC rotations and the 1991 Desert Shield and Desert Storm operations.

How many times have you heard aviators say to make your approach faster than normal and then just slam it onto the ground? While I agree that we must be progressive for dust approach and landings, I suggest that we must also minimize the forward rolling motion when we land. The technique that we taught for approaches included landing and immediately engaging the brakes to

stop all forward motion as soon as possible. This technique works in the proper environment. Another technique is to make an approach and blow the dust away, and then slowly land the aircraft just like in a visual approach out of the ATM.

Think power management! The desert environment has a phenomenal degrading effect on aircraft engines, due mainly to high temperatures and sand. Engines that have an aircraft torque factor (ATF) of 1.0 when they arrive in the desert don't stay strong for long. In many cases we found after maximum power checks some engines had deteriorated below the allowable .90 ATF required for continued flight. As of September 2003, the brigade had replaced more than 60 engines degraded by the harsh desert environment. You must be prepared to eat down time and replace engines. Wash engines to help protect them and keep your aircraft flyable.

Another item to think about during a train-up is to have multiple aircraft prepared for training, rather than using one aircraft to train many aviators. Blade erosion is phenomenal during environmental training. Some units used one aircraft for six hours a day, while others used six aircraft for one to two hours per day. As you may have guessed, the unit that used multiple aircraft for training minimized the erosion to the main and tail rotor blades.

Speaking of blade erosion, if time permits prior to deployment, have blade tape installed before loading aircraft for shipment. This will minimize the time required in-theater to prepare your aircraft for the fight. By taping blades at home, you have a more sterile environment to allow the blade tape to properly adhere to the blade and minimize the possibility of separation from the blade once installed. Our unit used paint and, of all things, basic liquid-floor wax to help save wear and tear on our rotor blades. We painted after each flight to help minimize the deterioration of the blades.

TEAM EFFORT

Crew coordination cannot be overemphasized in desert operations. Dust takeoff and landing techniques require all crewmembers to be alert in order to prevent accidents. Each crewmember vigilantly conducting airspace surveillance is paramount, especially during NVG operations. Go-arounds are free and any crewmember is authorized to make that call. Crew chiefs have saved untold numbers of lives by seeing something at the last minute that the pilots did not see and calling a go-around.

My instructions to all aviators were "if a go-around is called, you do not ask questions, but instead immediately increase the collective and execute a go-around. Someone in the crew has seen a hazard unrealized during the descent and has made the decision that a safe landing cannot be made."

During our RSOI phase in Kuwait, on a zero illumination training flight, I made seven go-arounds trying to get back into my parking spot because of brown-out conditions. Visibility had decreased due to sandstorms and the changing winds, and it was difficult, to say the least, to make a safe landing in the assembly area. Don't be too proud to execute a go-around.

As part of our crew briefings, we instructed the crew chiefs to glance in from time-to-time to verify our altitude on the radar altimeter. Again, it only takes a second to go from a successful mission to disaster. Untold numbers have said this additional duty for the crewmembers have saved many aircrews and aircraft.

TRAINING SMARTER

Minimize training missions during low-illumination periods when possible. Our RSOI training was conducted on nights when the illumination was well below 30 percent. Training was difficult. During training we found that altitudes above 100 feet put you on instruments and really degraded training. In most cases all ground reference was lost and altitudes increased as much as 400 feet within seconds. Likewise, when forcing yourself to descend you would take an increased amount of time to get back below 100 feet to again pick up ground references.

During low illumination it is imperative to use everything available to assist in making safe landings. We found the narrow-beam search light bulbs also helped us maintain ground reference during low illumination. The stock number for these bulbs is NSN 6240-0081-64808 for the 250 watt, 300,000 candlelight bulb, and NSN 6240-0057-78450 for the 250 watt, 150,000 candlelight bulb.

The heads-up display (HUD) is another force multiplier in the battle. Using the HUD minimizes your attention inside the cockpit and allows you to focus on other things outside. Having just the radar altimeter displayed in the HUD decreases the time spent inside the cockpit. I am positive that HUD saved many lives during this operation.

We taught our aircrews the importance of maintaining visual reference with an object on the ground, when practical. You should observe these objects at a 30- to 45-degree angle, and do not allow them to go away during your descent and approach to the ground.

Airspeeds must also be adjusted for low-illumination nights. We normally planned our assaults at 120 knots (ground speed) but had to adjust to 100 to 110 knots during low-illumination periods. The wind also affected our ability to conduct normal operations. The winds are predominantly out of the northwest at 10 to 20 knots on a good day and we had to adjust our missions accordingly.

MANAGING RISK

We strongly recommend keeping battle-roster crews together. During Operation Iraqi Freedom the 159th Avn. Bde. commander, COL William Forrester, directed all brigade units to battle roster aircrews. This provides aircrews with continuity, and they really get to know each other and can feed on each other's strengths and weaknesses.

Risk management is paramount in the desert. On many occasions we worked with the division staff to move our pick-up and landing zones to avoid unnecessary risks. If you can find a hardstand in the desert, use it. If not, think of the safest approach to get the mission accomplished. We continuously used echelon-landing formations and we even dictated which aircraft landed first, based on the winds. Again, you must think outside of the box and not conduct operations as normal.

TIME TO SHARE OUR EXPERIENCES

What is success in combat operations for aviation? I believe it is to bring all soldiers home that crossed the berm with you.

I would like to leave you with a

Continued on page 39

Liaison Officers Are Key to Stryker Brigade Success

By COL Bradly S. Macnealy

During the recent Joint Readiness Training Center (JRTC) rotation 03-07 at Fort Polk, La., the Mississippi Army National Guard's Task Force (TF) 185th Aviation volunteered to provide Army aviation support to the 3rd Brigade, 2nd Infantry Division — the Stryker Brigade Combat Team (SBCT) — from May 11 through May 30, 2003. TF 185th Avn. consisted of the 185th Avn. Group headquarters; the 1st Battalion, 185th Avn., with nine MH-60As; and Company G, 185th Avn., with six CH-47Ds.

STRYKER BRIGADE

The SBCT, headquartered at Fort Lewis, Wash., is a 3,500-member unit with more than 300 Stryker wheeled combat vehicles. Military intelligence, signal, engineer, antitank, artillery and combat service support elements are embedded in the infantry-centric digital brigade.

The 19-ton Strykers are made in 10 variations, and are designed to provide more firepower than light-infantry units while being able to strike more rapidly than heavy-armored brigades, according to U.S. Army Strategic Communications Planning Division officials. The primary Stryker variants currently in use are the infantry-carrier and command-and-control vehicles, though the armored ambulance and other variants are also being fielded.

Force XXI Battle Command Brigade and Below (FBCB2) computer systems are installed on all Strykers and command-and-control vehicles. The FBCB2 system allows complete situational awareness through

"real-time" map graphics and e-mail capabilities. The 3rd Bde., 2nd Inf. Div., was the first of six brigades set to receive Strykers. The unit is scheduled to complete combat certification in October, and defense officials have announced that the SBCT may be deployed to Iraq to replace the 3rd Armored Calvary Regiment.

CONCEPT

JRTC rotation 03-07 was the first real opportunity for this newly transformed SBCT to work with Army aviation lift assets. Even though air cavalry or attack assets were not utilized during the JRTC rotation, the learning curve for utilization of aviation lift support by the SBCT was tremendous.

During the exercise, aviation liaison officers (LNOs) from TF 185th Avn. were embedded with the SBCT, selling and working aviation support. These embedded LNOs were extremely successful in mentoring, teaching and coaching aviation doctrine to the SBCT, while simultaneously meeting the SBCT commander's mission and intent.

The SBCT has only one organic aviation-officer slot, but the position was vacant going into this JRTC rotation. At the request of the SBCT commander, TF 185th Avn. provided an experienced captain to perform SBCT aviation officer duties, which included 24-hour airspace management and proper utilization of Army aviation assets by the brigade.

ARMY AIRSPACE COMMAND AND CONTROL (A2C2)

The SBCT also has two organic air traffic controllers (MOS 93Cs) who operate the Tactical Airspace Integration System on a 24-hour basis. Airspace management must be their main focus in deconflicting and synchronizing airspace.

The SBCT aviation officer works closely with the controllers, moving Army aircraft throughout the brigade's airspace. This is a never-ending duty, given the daily publishing of the Airspace Control Order, the constant movement of both friendly and enemy units within the brigade's battle space, and the coordination of other airspace users in addition to Army helicopters, unmanned aerial vehicles, air defense artillery, field artillery, battalion and company mortars, and the various fixed-wing aircraft that provide close air support and airlift.

Automation of many of these processes is theoretically possible. However, training and familiarity with other airspace user's automation systems is the challenge. Due to the fast pace of the exercise, many of the new systems went unused. When things get busy, people resort to the old ways of deconflicting airspace, clearing fires and identifying friend from foe.

LNO KEYS

Besides providing an aviation officer to the SBCT to work airspace management and proper utilization of Army aviation assets, TF 185th Avn. operated a very robust LNO package in many areas. The purpose was to ensure a constant flow of information to and from both units down to the user level.

Traditionally, aviation LNOs go to the supported unit when their expertise is required for the planning of an upcoming mission. However, given the distances supporting aviation units are from the SBCT due to force-protection reasons, and the 50-by-50-kilometer area that a Stryker brigade is designed to operate within due to its inherent mobility and to mobility given to them through deployment by Air Force airlift aircraft, the current authorizations of Aviation LNO MTOE supplied FM radios and/or Mobile Subscriber Equipment (MSE) are inadequate.

A Stryker brigade is inherently mobile through deployment by Air Force airlift aircraft.

Army aviation units and LNOs assigned to Stryker brigades must be equipped similar to Air Force tactical airspace control parties, that is, with HF and SATCOM radios. FM and MSE communication systems cannot support an SBCT with its constant movement on the battlefield. Also, although it has been written and learned the hard way over and over, an aviation commander must be willing to send his very best officers to serve as LNOs to sell and properly integrate Army aviation into the fight. Junior and inexperienced officers should never be sent as LNOs.

LNOS AT SBCT MAIN TACTICAL OPERATIONS CENTER

Four 185th Avn. TF LNOs were used at the SBCT main tactical operations center (TOC). Two LNOs, each working 12-hour shifts, worked strictly A2C2. Their purpose was to assist the brigade in managing its airspace. They worked both current airspace issues, which mainly focused on casualty evacuation (CASEVAC) flights during the current fight, and future airspace issues, mainly deconflicting airspace below the coordinating altitude.

A third LNO, along with the brigade aviation officer, planned and tracked current and future aviation support missions. They functioned as the brigade's experts in the employment of Army aviation. They alerted TF 185th Avn. of upcoming missions and provided the details to both the SBCT and TF on current and future employment of Army aircraft.

The fourth LNO, located in the main TOC, acquired critical intelligence needed by TF 185th Avn., and ensured quick dissemination to all current and future aviation planners. On CASEVAC missions, this LNO also ensured the route was clear of enemy activity. Once the route was cleared, it was given to the A2C2 LNO, who cleared the airspace. The cleared route was then forwarded to TF 185th Avn. by the current operations LNO or the brigade aviation officer.

LNOS AT BRIGADE SUPPORT BATTALION

Two additional TF 185th Avn. LNOs were embedded with the SBCT's primary support unit, the Brigade Support Battalion (BSB). Since TF 185th Avn. was based on a separate island, at least one CH-47D was tasked daily to provide direct support to the BSB. This aircraft arrived early each morning, and was tasked by the BSB through the Aviation LNO. Its primary task was to resupply SBCT units forward from the BSB. Its secondary mission was the backhaul of casualties to the BSB or to the Level 3 combat support hospital. Aviation LNOs at the BSB could easily redirect this aircraft because they were embedded with the BSB.

LNO AT CORPS SUPPORT COMMAND

A TF 185th Avn. LNO was also embedded with the BSB's primary supporting unit, the 311th Corps Support Command (COSCOM). Two CH-47Ds were initially in direct support to the COSCOM, with the missions of resupply and timely Stryker contractor movement from the COSCOM forward to the BSB. The aircraft were invaluable, given that the two support units were on separate islands. Secondary missions were backhauling of casualties from the BSB to the combat support hospital and the exfiltration of contractors.

LNOS SUPPORTING SHORT-DURATION MISSION

During critical times of the operation, more aviation LNOs were pushed forward to various SBCT units. During early entry operations, LNOs were embedded with the SBCT's Reconnaissance, Surveillance and Target-Acquisition (RST) Bn. As the brigade moved into new areas of operations for a limited time to support smaller company and/or battalion independent operations, LNOs were embedded with the forward logistic elements of those units. These LNOs performed in the more traditional role by only remaining with that supported unit until the particular operation was complete.

STRYKER BDE LNO SUPPORTING ARMY AVIATION

TF 185th Avn.'s primary source of current battlefield situational awareness was through an embedded LNO from the SBCT. That LNO had an FBCB2 computer system mounted in his Humvee and, because he was able to articulate the current and future battlefield, TF 185th Avn. had situational understanding through a clear picture of the SBCT's maneuvers.

This was a monumental improvement over the normal way a supporting aviation unit receives situational updates. Before the advent of the FBCB2, aviation units relied on aviation LNO updates, operation order briefs, and face-to-face meetings between commanders and staffs. These methods are still valid, but given the high tempo of the battle and the distance the TF 185th Avn. was from the SBCT, these methods were somewhat impractical.

ACCOMPLISHMENTS

When all was said and done, TF 185th Avn. flew more than 500 hours in support of the SBCT rotation. More than 484,000 pounds of Class 1, 3, 4 and 5 supplies were lifted via flatracks, cargo nets and internal loading into the fight. The total number of simulated injuries evacuated via Army aviation was more than 230. According to JRTC officials, this exercise was the largest JRTC rotation in history and the largest military maneuver in that part of the country since the 1941 Louisiana Maneuvers. Army aviation support was a huge success, but it didn't just happen. Army aviation LNOs were the key to success.

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COL Bradly S. Macnealy is the commander of 185th Aviation Group, Mississippi Army National Guard. He is also the state aviation officer for the MSARNG.

Desert Environ *cont'd. from pg. 36*

quote from CW5 Dennis McIntire, used in his April 2003 Flight Fax article: "The dust of Desert Storm has long settled, and since that time we have reaped the benefits of experience gained in the desert environments of Southwest Asia. Aviators whose training is based on those lessons learned from previous crews flying under extremely treacherous conditions will be better-trained pilots … and better-trained pilots are safer pilots."

As I wrote this article, I noted another great article about brownout landings in the June 2003 issue of Army Aviation — "The Brownout Landing: Evolving Old Techniques to Meet New Challenges" — by CW4 Bob Walker, SIP for the 160th Special Operations Aviation Regiment.

Since the 101st Abn. Div. is still on its "rendezvous with destiny," I wanted to share some of our experiences thus far to make all of Army aviation a little better in desert operations. The desert is our future, and we must embrace it and learn from each other how best to survive in this harsh environment.

I encourage all of you to share your experiences and comments with us to help get us better in desert operations. Please write on your knowledge and recommendations for success. Together we will change and improve Army aviation.

Air Assault!

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CW5 Brent Driggers is the senior standardization instructor pilot for the 159th Aviation Brigade, 101st Airborne Division, at Fort Campbell, Ky. He is currently deployed to Iraq and can be reached via e-mail at brent.driggers@us.army.mil.

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, 755 Main Street, Suite 4D, Monroe, CT 06468. Email: magazine@quad-a.org

President Geroge W. Bush has nominated **MG Larry J. Dodgen** for appointment to the rank of lieutenant general and assignment as commanding general, U.S. Army Space and Missile Defense Command, in Arlington, Va. Dodgen is currently the commanding general of U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala.

BG James H. Pillsbury, currently the deputy chief of staff, G-4, U.S. Army, Europe, and Seventh Army, in Heidelberg, Germany, has been tapped to command the U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala., with a report date to be determined.

Background on the 2004 Balloting

You are one of the AAAA's 14,500+ members who are being asked to serve as an Elector for the Army Aviation Hall of Fame

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made an outstanding contribution to Army Aviation and records the excellence of their achievements for posterity.

The actual Hall of Fame is located in the Army Aviation Museum at Ft. Rucker, AL, where the Inductees' portraits and photos are hung, along with brief descriptive narratives of their achievements.

All persons are eligible for consideration, except active duty military personnel in the grade of 0-6 or above; DACs are eligible prior to their retirement. AAAA membership is not a requirement.

Anyone may nominate a candidate for the Hall of Fame. Nominations for 2004 candidates were solicited during the period of April 1-July 1 through magazine publicity, and numerous Chapter meetings.

A 10-member Hall of Fame Board of Trustees composed of current members of the Army Aviation Hall of Fame is chaired by MG Benjamin L. Harrison, Ret. The Trustees met this past October 2003 in Washington, D.C., and selected 24 candidates from among the 81 nominations received.

The candidates elected by the AAAA members will be inducted in ceremonies at a Hall of Fame Induction Dinner to be held on Thursday, March 25, 2004 in Nashville, TN, during the course of the AAAA Annual Convention in that city.

Currently, there are 100 members in the Army Aviation Hall of Fame. The names of the current members appear below.

(Note: The 2004 Hall of Fame Ballot is a separate postcard inserted into this issue between pages 44 and 45.)

The 100 Current Members of the Army Aviation Hall of Fame

Major William E. Adams
MSG John H. Bae
LTC Arthur W. Barr
MG George S. Beatty, Jr.
Lawrence D. Bell
GEN Frank S. Besson, Jr.
MG Patrick H. Brady
CPT William P. Brake
MAJ Delbert L. Bristol
BG William B. Bunker
LTG Allen M. Burdett, Jr.
CW4 James T. Burnette
BG Charles E. Canedy
COL Robert F. Cassidy, Ret.
CW4 E. M. Cook
Joseph P. Cribbins
COL Ted A. Crozier
BG John N. Dailey
CW2 Jerome R. Daly
CW3 Frederick E. Ferguson
COL E. Pearce Fleming, Jr.
COL Willliam W. Ford
Marion J. Fortner
CW4 Raymond A. Frank
CW4 Billy J. Fulbright
COL John C. Geary
MAJ O. Glenn Goodhand
MSG Gary I. Gordon
1LT Gerald D. Green
CW4 Robert L. Hamilton
MG James F. Hamlet
CW4 William T. Hargrove, Sr.
MG Benjamin L. Harrison
COL Frank L. Henry
Stanley Hiller, Jr.
LTC William A. Howell
GEN Hamilton H. Howze
CW3 Jon A. Iseminger
CW5 Randolph W. Jones
CW4 Donald R. Joyce
Bartram Kelley
MAJ Charles L. Kelly
CSM Lawrence E. Kennedy
MG Richard D. Kenyon
SSG/CPT James T. Kerr
Arthur and Dorothy Kesten
LTG Harry W. O. Kinnard
COL Hal Kushner
PFC Garfield M. Langhorn
SPC4 Joseph G. LaPointe
BG Robert M. Leich
COL Robert F. Litle, Jr.
COL Richard L. Long
LTC Donald F. Luce
LTG Jack V. Mackmull
COL William J. Maddox, Jr.
COL Nelson A. Mahone, Jr.
COL Jack L. Marinelli
COL John W. Marr
LTG James H. Merryman
MG Robert F. Molinelli
LTC Spurgeon Neel
COL Robert H. Nevins, Jr.
LTG John Norton
CW3 Michael J. Novosel
LTC George L. O'Grady
MAJ John W. Oswalt
LTG Ellis D. Parker
Frank N. Piasecki
William T. Piper, Sr.
COL A. T. Pumphrey
MG George W. Putnam, Jr.
Dr. S. Harry Robertson
SFC Louis R. Rocco
MAJ Marie T. Rossi-Cayton
LTC Robert L. Runkle
CW4 Johnnie R. Sandidge
COL George P. Seneff
COL Claude L. Shepard
GEN Robert M. Shoemaker
SFC Randall D. Shughart
Igor I. Sikorsky
MG James C. Smith
COL John J. Stanko, Jr.
BG Joseph B. Starker
MG Richard E. Stephenson
MG Story C. Stevens
MAJ J. Elmore Swenson
COL John J. Tolson, III
CW2 Ronald J. Tusi
CW4 Cleveland Valrey
COL Jay D. Vanderpool
CW5 Benjamin A. Van Etten, Jr.
LTC Joseph M. Watson
SP4 Gary G. Wetzel
COL Robert R. Williams
CSM Willy Wilson
CW4 Clifton P. Wolcott
LTG John M. Wright, Jr.
SFC Rodney J. T. Yano

Medal of Honor Inductees

Between the triennial Hall of Fame induction ceremonies, the Hall of Fame Board of Trustees reviews any Army Aviation related Medal of Honor citations for possible automatic induction into the Army Aviation Hall of Fame. This cycle, there are three individuals listed below who will be automatically inducted. They will be inducted at the March 2004 ceremony along with those receiving the most votes from the AAAA membership on the attached ballot card located between pages 44 and 45 in this issue.

SSG Roy P. Benavidez — Automatic Medal of Honor Inductee

"Loyalty and a strong sense of duty" drove Staff Sgt. Roy P. Benavidez to save a Special Forces unit in Vietnam in spite of a broken jaw, 37 bullet wounds, and bayonet puncture wounds while assigned to Detachment B56, 5th Special Forces Group (Airborne), 1st Special Forces.

On the morning of 2 May 1968, a 12-man Special Forces Reconnaissance Team was inserted by helicopters in a dense jungle area west of Loc Ninh, Vietnam. The team met heavy enemy resistance, and requested emergency extraction. Three helicopters attempted extraction, but were unable to land due to intense enemy fire. Sergeant Benavidez was at the Forward Operating Base in Loc Ninh monitoring the operation by radio and volunteered to assist in another extraction attempt. Realizing that all the team members were either dead or wounded and unable to move to the pickup zone, he directed the aircraft to a nearby clearing where he jumped from the hovering helicopter, and ran approximately 75 meters under withering small arms fire to the crippled team. Prior to reaching the team's position he was wounded in his right leg, face, and head. Despite his severe wounds and under intense enemy fire, he carried and dragged half of the wounded team members to the awaiting aircraft. He then provided protective fire by running alongside the aircraft as it moved to pick up the remaining team members. As the enemy's fire intensified, and he hurried to recover the body and classified documents on the dead team leader Sergeant Benavidez was severely wounded by small arms fire in the abdomen and grenade fragments in his back. At nearly the same moment, the aircraft pilot was mortally wounded, and the helicopter crashed. Although in extremely critical condition due to his multiple wounds, Sergeant Benavidez secured the classified documents and made his way back to the wreckage, where he aided the wounded out of the overturned aircraft, and gathered the stunned survivors into a defensive perimeter. Under increasing enemy automatic weapons and grenade fire, he moved around the perimeter distributing water and ammunition to his weary men, re-instilling in them a will to live and fight. He was wounded again in his thigh by small arms fire while administering first aid to a wounded team member just before another extraction helicopter was able to land. On his second trip with the wounded, he suffered additional bayonet wounds to his head and arms before killing his adversary. Upon reaching the aircraft, he spotted and killed two more enemy soldiers who were rushing the craft from an angle that prevented the aircraft door gunner from firing upon them. With little strength left, he made one last trip to bring in the remaining wounded. Only then, in extremely serious condition from numerous wounds and loss of blood, did he allow himself to be pulled into the extraction aircraft. His refusal to be stopped despite numerous severe wounds, saved the lives of at least eight men. SGT Benavidez died in 1998.

CPT Ed W. Freeman — Automatic Medal of Honor Inductee

Captain Ed W. Freeman, United States Army, distinguished himself by numerous acts of conspicuous gallantry and extraordinary intrepidity on 14 November, 1965, while serving with Company A, 229th Assault Helicopter Battalion, First Cavalry Division (Airmobile). As a flight leader and second in command of a 16-helicopter lift unit, he supported a heavily engaged American infantry battalion at landing zone X-ray in the Ia Drang Valley, Republic of Vietnam. The infantry unit was almost out of ammunition, after taking some of the heaviest casualties of the war, fighting off a relentless attack from a highly motivated, heavily armed enemy force. When the infantry commander closed the helicopter landing zone, due to intense direct enemy fire, Captain Freeman risked his own life by flying his unarmed helicopter through a gauntlet of enemy fire, time after time, delivering critically needed ammunition, water and medical supplies to the under seige battalion. His flights had a direct impact on the battle's outcome by providing the engaged units with timely supplies of ammunition critical to their survival without which they would almost surely have experienced a much greater loss of life. After medical evacuation helicopters refused to fly into the area, due to intense enemy fire, Captain Freeman flew 14 separate rescue missions, providing life- saving evacuation of an estimates 30 seriously wounded soldiers, some of whom would not have survived, had he not acted. All flights were made into a small emergency landing zone within 100 to 200 meters of the defensive perimeter where heavily committed units were perilously holding off the attacking elements. Captain Freeman's selfless acts of great valor, extraordinary perseverance and intrepidity were far above and beyond the call of duty or mission and set a superb example of leadership and courage for all of his peers.

CPT Jon E. Swanson — Automatic Medal of Honor Inductee

Captain Jon E. Swanson distinguished himself by acts of bravery on February 26, 1971, while flying a OH-6A aircraft in support of ARVN Task Force III in the Kingdom of Cambodia. With two well-equipped enemy regiments known to be in the area, Captain Swanson was tasked with pinpointing the enemy's precise positions. Captain Swanson flew at treetop level at a slow airspeed, making his aircraft a vulnerable target. The advancing ARVN unit came under heavy automatic weapons fire from enemy bunkers 100 meters to their front. Exposing his aircraft to enemy anti-aircraft fire, Captain Swanson immediately engaged the enemy bunkers with concussion grenades and machine gun fire. After destroying five bunkers and evading intense ground-to-air fire, he observed a .51 caliber machine gun position. With all his heavy ordnance expended on the bunkers, he did not have sufficient explosives to destroy the position. Consequently, he marked the position with a smoke grenade and directed a Cobra gun ship attack. After completion of the attack, Captain Swanson found the weapon still intact and an enemy soldier crawling over to man it. He immediately engaged the individual and killed him. During this time, his aircraft sustained several hits from another .51 caliber machine gun. Captain Swanson engaged the position with his aircraft's weapons, marked the target, and directed a second Cobra gun ship attack. He volunteered to continue the mission, despite the fact that he was now critically low on ammunition and his aircraft was crippled by enemy fire. As Captain Swanson attempted to fly toward another .51 caliber machine gun position, his aircraft exploded in the air and crashed to the ground, causing his death. Captain Swanson's courageous actions resulted in at least eight enemy killed and the destruction of three enemy antiaircraft weapons. Captain Swanson's extraordinary heroism and devotion to duty are in keeping with the highest traditions of military service and reflect great credit upon himself, his unit, and the United States Army.

The Army Aviation Hall of Fame is located in the Army Aviation Museum at Fort Rucker, Alabama

Yes, there is an actual "Army Aviation Hall of Fame" — it is located in the Army Aviation Museum at Fort Rucker, AL, and is an integral part of the Museum.

The "Hall" is presently composed of a mix of individual portraits of some of the early Inductees that were painted by three artists, with full color photographs of the remaining Inductees.

Some of the early portraits picture two Inductees. These, and others covering individually-framed portraits of other Inductees, are aging and a later program replaced almost all of the portraits with full color photographs.

In 1991 the AAAA's National Executive Board approved the Museum Curator's request to provide only full color photos of the 1992 and subsequent year Inductees.

Ceremonies

The first Hall of Fame Induction in 1974 was held in front of the old Museum and was followed by an evening banquet at which the Inductees were the guests of honor. The Recreation Center at Ft. Rucker was the site of the 1975, 1976, and 1977 Inductions. In 1980 and 1983, the installation ceremonies were held at a Hall of Fame Induction Luncheon held at the AAAA Annual Conventions in Atlanta, GA. The 1986 Induction Ceremonies were held at Ft. Rucker, AL. **General Hamilton H. Howze, Ret.,** served as the MC at the later three Inductions.

The 1989 and 1992 ceremonies were held at the Hall of Fame Induction Luncheons during the AAAA Annual Conventions. Since 1995 a ceremony has been held at the Hall of Fame Induction Dinner at the AAAA Annual Convention every three years. In addition, three aviation soldiers who received the Medal of Honor were inducted at special ceremonies in the spring of 1990 during the dedication of the current Army Aviation Museum.

Sponsorship

The AAAA has underwritten all Hall of Fame costs, to include the portraiture, framing and descriptive plates; candidate solicitation and selection procedures; the Trustees' candidate selection meeting; the follow-on balloting; and all Induction Ceremony expenses (airline tickets and transfers, hotel rooms, and luncheon/banquet tickets for all inductees — or surviving relatives — and their spouses).

Ten-Member Hall of Fame Board of Trustees Select 24 Candidates at an October 7 Meeting


MG Harrison


CW5 Jones


CW4 Joyce


Dr. Kushner


COL Marr


LTG Parker


MG Putnam


Mr. Robertson


MG Stephenson


CSM Wilson

MG Benjamin Harrison, Chairman of the AAAA's Army Aviation Hall of Fame board of Trustees, has announced that the Hall of Fame Board met October 7, 2003 in Washington, D.C., to review 81 nomination files and select 24 for placement on the 2004 *Hall of Fame Ballot.*

Nominations closed July 1, and the Chairman directed that the selected candidates, their qualifications, and their photographs be published in a ballot sent to AAAA members — an estimated 14,500+ members.

In addition to **Chairman Harrison,** a 1992 inductee, the **2004 Army Aviation Hall of Fame Board of Trustees** includes:

CW5 Randolph W. Jones, Ret., West Point, MS, a 1998 Inductee.

CW4 Donald R. Joyce, Ret., Poinciana, FL, a 1986 Inductee.

COL(R) Dr. Hal Kushner, Daytona Beach, FL, a 2001 inductee.

COL John W. Marr, Ret., Arlington, VA, a 1980 Inductee.

LTG Ellis D. Parker, Ret., Enterprise, AL, a 1995 Inductee.

MG George W. Putnam, Ret., Arlington, VA, a 1980 inductee.

Dr. S. Harry Robertson, Tempe, AZ, a 2001 inductee.

MG Richard E. Stephenson, Ret., Reston, VA., a 2001 inductee.

CSM Willy Wilson, Ozark, AL, a 2001 inductee.

Specialist Five Dennis M. Fujii — 2004 Candidate

For extraordinary heroism in connection with military operations involving conflict with an armed hostile force in the Republic of Vietnam: Specialist Five Fujii distinguished himself while serving as crew chief aboard a helicopter ambulance during rescue operations in Laos. The team's mission was to evacuate seriously wounded Vietnamese military personnel from the midst of a raging battlefield. The aircraft's primary approach to the bullet-infested landing zone was thwarted by heavy volumes of enemy fire directed at the specialist's helicopter. As the pilot made a second landing attempt, the enemy concentrated a barrage of flak at the air ambulance which damaged the craft and caused it to crash in the conflict area, injuring Specialist Fujii. Moments later, another American helicopter successfully landed near the wreckage of the specialist's airship and extracted all the downed crewmen except for Specialist Fujii, who was unable to board due to intense enemy fire directed at him. Rather than further endanger the lives of his comrades aboard the second helicopter, Specialist Fujii waved the craft out of the combat area and remained behind as the only American on the battlefield.

Subsequent attempts to rescue the specialist were aborted due to violent anti-aircraft fire. Specialist Fujii finally secured a radio and informed the aviators in the area that the landing zone was too hot for further evacuation attempts. During the night and all through the next day, Specialist Fujii disregarded his own wounds as he administered first aid to the allied casualties. On the night of February 19, 1971, the allied perimeter came under ruthless assault by a reinforced enemy regiment supported by heavy artillery. Once again obtaining a radio transmitter, Specialist Fujii called in American helicopter gunships to assist the small unit in repelling the attack. For a period of over seventeen consecutive hours, Specialist Fujii repeatedly exposed himself to hostile fire as he left the security of his entrenchment to better observe enemy troop positions and to direct air strikes against them. At times the fighting became so vicious that Specialist Fujii was forced to interrupt radio transmittal in order to place suppressive rifle fire on the enemy while at close quarters. On the 20th he was evacuated but the helicopter received numerous hits, started to burn, and crash-landed on another Ranger base a short distance away. Two days passed before he was finally rescued to receive the medical attention he required.

For this and other contributions he was awarded the Distinguished Service Cross, Silver Star, Purple Heart, two Air Medals, and Vietnamese Cross of Gallantry with Palms.

Command Sergeant Major, ARNG, John J. Leonard, Jr. — 2004 Candidate

Command Sergeant Major Leonard is the senior enlisted advisor to the Chief of the National Guard Bureau for 400,000 Army National Guard enlisted members nationwide to include 20,432 enlisted members assigned to Army aviation units. During his career CSM Leonard facilitated the greatly increased use of ARNG aviation in mobilization which included ten units mobilized to support UH-60 operations in Bosnia and Southwest Asia and AH-64 operations in Southwest Asia. He has distinguished himself in battle earning 14 Air Medals (Three Strikes/Flight Awards) and two Purple Hearts while serving as a United States Marine Corps, Crewchief in Vietnam 1966-67.

Command Sergeant Major Leonard began his service to Army Aviation upon enlistment in the Maine Army National Guard, on February 2, 1972. His first tour of duty after qualification training was as a UH-1 Crew Chief in the 112th Medical Company (Air Ambulance).

As a young crew chief, Command Sergeant Major Leonard was instrumental in the concept development and eventual adoption of the Aircrewmember Training Manual (ATM) for Army Aviation. His contributions were paramount in the earliest documentation of Army Aviation Crewmember Tasks, Conditions and Standards and manifested themselves as integral parts of the Maine Army National Guard Pamphlet 95-2 "Enlisted Crewmember Training Manual". This early ATM laid the foundation for integrating enlisted crewmembers into the flight crews of Army aircraft and served as a milestone achievement in the evolution of crewmember standardization.

Command Sergeant Major Leonard recognized the need to consolidate and standardize the numerous procedures and duplicative policies guiding the duties and responsibilities of crew chiefs. He garnered the support of his peers and leadership and initiated the preparation of a consolidated Enlisted Crewmember Training Manual. His persistence and sustained efforts resulted in the first comprehensive and thorough Enlisted Crewmember Training Manual that set the standard for Army Aviation for years to follow.

Command Sergeant Major Leonard has received numerous awards and letters of recognition during his career in the ARNG for selfless efforts on behalf of his comrades and for participation in life-saving actions, while serving as an Air Ambulance flight-crewmember. His continuing efforts as the Sr. Enlisted Advisor to the Chief of the NGB, guarantee that ARNG Aviation personnel remain trained and ready for peacetime service and national emergency.

CW4 Jerry R. Riley, Ret. — 2004 Candidate

CW4 Jerry R. Riley exhibited outstanding courage, professionalism and dedication to Army Aviation as an Army Aviator, Contract Civilian and Department of the Army Civilian career spanning more than 34 years.

As Aircraft Commander of a UH-1H in the 101Airborne, Airmobile Division's "Kingsmen," Jerry took part in two of the most ferocious battles of the Vietnam War: 1) Evacuation of 400 infantrymen besieged and under constant, withering direct and indirect fire by an estimated 12,000 NVA troops at Firebase Ripcord and 2) Insertion, support and evacuation of an ARVN incursion into Laos (LOM SON 719) to disrupt an NVA supply base under the most intense, accurate antiaircraft fire directed at helicopters during the entire war; Losses ran extremely heavy (aircrew: KIA, 65; WIA, 818; MIA 42 and helicopters: 125 destroyed and 618 damaged). For his bravery and combat flying skills in these and other operations totaling 950 combat flying hours, Jerry received two Distinguished Flying Crosses.

In 1976, Jerry left active duty to be an Initial Entry Rotary Wing Flight Instructor at Fort Rucker with Doss Aviation whom he served for nearly five years, becoming Assistant Flight Commander and winning an award for 3000 flight hours without accident or incident.

In 1977 he also began a career of nearly 20 years with the 282nd Aviation Company, US Army Reserve. Much of his work was beyond the scope of company operations; participation in deployments to Europe, night vision goggle training of deploying units support of National Guard annual training, support of various types of units in the southeastern states, support of drug running investigation and suppression and support of the National Forest Service to name a few.

Nowhere, however, does Jerry's professional competence and integrity command higher respect than in his DA Civilian role in the field of standardization. As the Aviation Training Brigade Standardization Officer the weight of his input on matters ranging from the Apache and Comanche to all aspects of aviation operations, have a profound effect on Army Aviation everywhere, every day.

Jerry is a Master Army Aviator and his decorations include two Distinguished Flying Crosses, Meritorious Service Medal, Bronze Star Medal, Air Medal, Army Commendation Medal RVN Gallantry Cross, and RVN Campaign Medal.

CW4 Jerry R. Riley has a most remarkable record of courage and skill in combat, excellence in service to US Army Reserve Aviation and unmatched competence in Army Aviation Standardization, all of which make him worthy of a place in the Army Aviation Hall of Fame.

1LT Laurence Rosen, M.D. — 2004 Candidate

On 21 July, 1970, 1LT Rosen, was commander of a four man Dustoff crew... "Eagle Dustoff 91", at Camp Evans in Quang Tri, Vietnam. He was supporting Firebase Ripcord, a 15 minute flight to the Southwest. Ripcord was the site of a ferocious battle that raged during most of July between North Vietnamese regulars and elements of the 101st Airborne Division.

1LT Rosen made five trips on that day into the battle area to pick up and transport wounded to medical care and safety. Each journey through the flaming ordinance was more harrowing than the last, as the enemy learned his necessary routes and was able to direct ever more effective fire. With each sortie, 1LT Rosen and his crew loaded more wounded on their Dustoff "91". On the fifth trip, packed with casualties, his co-pilot was severely wounded, and his medic was killed.

His five heroic trips to the firebase took two and a half hours, and rescued 26 wounded American soldiers. The helicopter had multiple bullet holes, was filled with blood, and was no longer airworthy after the day's work. It was the work of a daring and skillful pilot and brave and courageous soldier.

His commander, COL Ben Harrison [now MG (ret)], remarked "Larry was awarded the Silver Star for his five daring evacuation missions, but in my book it should have been the Medal of Honor."

During his Vietnam service, CPT Rosen earned a Distinguished Flying Cross on a heroic volunteer mission 31 October, 1970, and earned the Air Medal with 18 Oak Leaf clusters.

Following Army service, Larry Rosen graduated from the University of Texas Medical School, with an M.D. degree in 1977. He specialized in Cardio-Thoracic Anesthesiology, and had additional sub specialization in pain management. He is a certified fixed and rotary wing commercial pilot and an FAA licensed airframe and power plant mechanic, and a certified FAA medical examiner (he can fix the aviator and the airplane!).

Larry Rosen, MS, MD has set an inspiring example for Army Aviation and indeed for people of good will everywhere. He has amassed a stunning record on the battlefield, in the operating room, and in the sickrooms of patients debilitated by pain. He had a battlefield experience which has humbled warriors with strong personalities. Yet, rather than be defeated by this trauma, he built on it and continued with the training and effort which allows him to contribute to the alleviation of human suffering.

CPT Hugh C. Thompson, Ret. — 2004 Candidate

CWO Hugh Thompson was awarded the Courage of Conscience Award sponsored by the Harvard Divinity School, the same award given Mother Teresa and Mahatma Ghandi, but was shamed, insulted and shabbily treated by the US Congress. Flying over My Lai, Thompson and his crew could not believe they were seeing American soldiers shooting unarmed old men, women and children. Thompson landed, found the man responsible, Lt Calley, and tried to get him to stop the senseless killing. Calley said he was in charge and sent Thompson on his way. Continuing to fly around the area with frustration and anger growing, his crew spotted some Vietnamese trying to hide. He landed and with Aircrewmen Larry Colburn and Glenn Andreotta covering him, pulled out of hiding nine people facing certain death. He had them evacuated out of the area. Thompson went to his aviation company commander, Maj Fred Watke, and reported what he had seen. Watke went straight to the ground Task Force commander, LTC Barker, and reported the incident. Barker ordered an immediate cease fire.

This was not the only action seen by Thompson. He had eight of his aircraft hit and four were lost to battle damage. Thompson was shot down and was evacuated in traction with a broken back. For this action, he received a Distinguished Flying Cross and the Purple Heart.

Congressmen L. Mendal Rivers and F. Edward Hebert defended the action of Lt Calley and "if someone needed to be singled out for his misdeeds at My Lai it should be the rogue helicopter pilot who interfered in the ground operation, ordered his men to turn their weapons on fellow soldiers, and countermanded the orders of superior officers." Lt Gen William Peers said, "Instead of being castigated, Thompson should have been highly commended. If there was a hero of My Lai, he was it."

Thompson accepted a commission and like so many aviation warrants that took that route, he was RIF'd as a captain commanding a company. Determined to continue serving his country, he came back on active duty as a warrant and served out his remaining years in virtual anonymity as "Buck" Thompson.

Almost thirty years later, in March 1998, the US Army recognized Thompson's heroic actions with the award of the Soldier's Medal.

LTC Bruce Crandall, Ret. — 2004 Candidate

LTC (ret) Bruce Crandall received his commission through Engineer OCS in 1954 and his wings in the first class at Camp Rucker in 1955. He participated in mapping operations from Africa to the Arctic, and in Central and South America where he was director of the first project using military satellites for terrestrial mapping. He has been a fixed and rotary wing test pilot and helped to develop and test the airmobile concept and doctrine he so effectively implemented in Vietnam.

Crandall served in the Dominican Republic and two tours in Vietnam. His 750 combat operations included the famed Battle of the Ia Drang which is documented in the acclaimed book We Were Soldiers Once and Young, and in its companion film We Were Soldiers. Operating with the call sign, Ancient Serpent 6, Old Snake, flew fourteen hours the first day, making 22 flights into LZ X-Ray: 14 of those flights after the Infantry Commander had closed the LZ, and 12 after the Med Evac unit refused further flights because of fierce ground fire. On the fifth troop lift into X-Ray, three troopers including the crew chief were wounded and one killed by the heavy fire. Eight of sixteen choppers were disabled by enemy fire that day; Crandall was flying three of them. Crandall's flights into X-Ray saved over 70 wounded soldiers and provided ammo critical to the survival of the 1/7 Cavalry.

In 1966, Crandall flew two more night rescue missions which evacuated 12 wounded from a unit in heavy contact with the enemy. He flew to a flashlight without landing or searchlights to avoid spotlighting the wounded collected in the center of the area. He received The 1966 Aviation and Space Writers Helicopter Heroism Award for this daring rescue.

Bruce Crandall was the seventh Army inductee in the "Gathering of Eagles," a USAF organization honoring contributors to Aviation.

His decorations include : the Distinguished Service Cross; DFC w/ 2 OLC; Bronze Star; MSM w/ 2 OLC; Air Medal w/ 22 OLC; Purple Heart and ARCOM. He received the Silver DeFleury Medallion for his contributions in Engineering and Aviation to the Corps of Engineering.
LTC(ret) Crandall is eminently qualified to be elected into the AAAA Hall of Fame.

LTC Michael C. Grimm — 2004 Candidate

LTC Michael C. Grimm was the consummate Soldier, warrior and aviator. A true patriot in 1966 at the age of 19, he enlisted in the Army and attended Infantry Officer Candidate School. In 1967, as an Infantry Platoon Leader in the 9th Infantry Division while conducting an air assault near My Tho, South Vietnam, LT Grimm's platoon came under heavy enemy fire during the approach to their LZ. One aircraft was shot down and several others were unable to land. Massively outnumbered and without the possibility of reinforcement, LT Grimm maneuvered his platoon repelling the numerous attacks from a large NVA force, holding the LZ throughout the night. For his actions, LT Grimm was recommended for the Medal of Honor and was subsequently awarded the Nation's second highest award for valor, the Distinguished Service Cross.

After graduation from Flight School, CPT Grimm was assigned to the 2/17th Cavalry in Vietnam serving as an Aero Rifle Platoon Commander. Once again he proved himself a brave warrior leading numerous missions both in the air and on the ground for the 101st Airborne Division.

In May 1980, America found itself embarrassed by the events of the failed rescue attempt in Iran. The Nation's leadership recognized the costly mistakes of the first rescue attempt and needed a unique helicopter capability. The task fell to the 101st Airborne Division where MAJ Grimm was a Company Commander. The Division leadership knew MAJ Grimm was the one leader who could develop the unique helicopter capability. Facing a truly monumental task he created a night, long range unit that was nonexistent in the Department of Defense. The unit, under a veil of tight secrecy, trained nightly developing tactics and equipment that became what is now known as the 160th Special Operations Aviation Regiment. These revolutionary tactics, techniques and procedures were later adopted by Army Aviation transforming it from a mainly day fighting force to the successful unique night fighting units of today.

Tragedy struck Army Aviation when LTC Grimm was killed while leading a long range, night vision assault mission on October 7th, 1981. Army Aviation truly owes its current capabilities to the warrior spirit, leadership and vision of LTC Grimm.

COL Norman M. "Mike" Bissell, Ret. — 2004 Candidate

Graduating from the Virginia Military Institute (VMI), Mike Bissell quickly became an Expert Infantryman, Ranger, Parachutist and Army Aviator before serving two aviation combat tours in the Republic of Vietnam (RVN). On December 28, 1968, as S3 of 7/1 Air Cavalry Squadron, and Pilot-in-Command of a UH-I helicopter, he learned that the US advisor to a Vietnamese Army unit under enemy fire was seriously wounded. Mike immediately called for gunship support and set forth to rescue the advisor from a rice paddy. During two attempts to the paddy, enemy fire hammered the helicopter, killed the door-gunner and wounded Mike in the neck. With dogged tenacity and rare display of airmanship, Mike did an evasive, spiraling, and third approach and succeeded in recovering the advisor and door-gunner. Despite two severed engine oil lines and a damaged tail rotor drive shaft, Mike flew the crippled helicopter, making a forced landing at the hospital heliport. For this voluntary and selfless act of courage, he was awarded the Distinguished Service Cross.

Mike performed with distinction, as the commander of combat aviation units through brigade level. He served as an Executive Officer in the Army Secretariat and Joint Chiefs of Staff, graduated from the Army War College and was the Senior Army Fellow at Harvard University. His service spanned 26 years in which he was awarded The Distinguished Service Cross, Distinguished Service Medal, Defense Superior Service Medal, two Legions of Merit, Bronze Star, Air Medal with "V" and 24 OLCs, Purple Heart, Air Assault Badge and Master Army Aviator Wings.

As Commander of the 17th Aviation Group in Korea, he completely redesigned the buffer zone flight procedures and created the US Army/Korean Army Combined Aviation Force (CAF). As Director of Flight Training at Ft. Rucker he reorganized the Directorate into an aviation brigade to enhance career opportunities for the instructor pilots. Mike retired to become The Program Manager for the LHX Project at Sikorsky Aircraft; he was key to the Boeing-Sikorsky Team winning the RAH-66 Comanche helicopter contract. Then VMI and Virginia Women's Institute for Leadership (VWIL) successively selected him to be Commandant of Cadets. He promptly formed an AAAA chapter at VMI and VWIL and sponsors visits of cadets from both institutes to the AAAA Annual Conventions where they function as color guards and VIP escorts.

By extraordinary heroism in combat and leadership excellence Colonel Mike Bissell has added luster to the legacy of Army Aviation and earned a space in the Army Aviation Hall of Fame.

COL James W. "Pete" Booth, Ret. — 2004 Candidate

Pete Booth is one of a handful of officers whose vision and energy caused a hesitant Army to embrace the concepts of air cavalry and attack helicopter units. As an aviation instructor at the Armor School, Captain Booth aspired to introduce the concept of air cavalry into the School's teaching in 1958. Rebuffed and told to "stick with what is real and in the force structure" Pete began off-duty work with a group of Warrant Officers to arm a platoon of H-34's with 50 caliber machine guns and 4.5 inch rocket pods scrounged from surplus stocks. Informal tests of the platoon impressed School officials who approved it for inclusion in the School's major firepower demonstrations.

With the help of others in 1959 Pete persuaded School officials to bring Hall-of-Famer, Colonel Jay Vanderpool's Experimental 8305th Aerial Combat Reconnaissance Company from Fort Rucker to participate in a major armor demonstration planned for the visit of Joint Chiefs Chairman, USAF General Twining and Army Chief of Staff, General Taylor. Pete wrote the scenario for classic cavalry reconnaissance and security missions. It was a smashing success that prompted General Taylor to give oral approval for the concept to proceed as cavalry.

As the responsible DA Systems Staff Officer, Pete prepared the package of decision documents needed for production go-ahead and 5-year funding of the Cheyenne helicopter. Believing that traditional missions might not be sufficient to justify the cost of the helicopter, he added TOE for attack helicopter companies and battalions at division and corps levels. DOD approval of the package gave Army Aviation the structural basis to forge ahead with Apache when the Cheyenne failed to materialize.

Pete had two combat tours in Vietnam as Commander of the 197th Armed Helicopter Company in 1965 and the 1/9 Air Cavalry in 1969. He amassed more than 700 combat flying hours. Two silver stars, four legions of Merit, the Distinguished Flying Cross and two Purple Hearts attest to his courage and abilities as a leader.

As Honorary Colonel of the 9th Cavalry Regiment, Pete continues to serve. His combat record and achievements in bringing armed helicopters and air cavalry into prominence bring credit to Army Aviation and merits a place for him in the Army Aviation Hall of Fame.

COL Clark A. Burnett, Ret. — 2004 Candidate

Clark Burnett's distinguished military career spanned more than three decades. It began in 1952 and within ten years he had acquired tactical experience in Infantry, Field Artillery, Armor and Aviation. This experience enabled him to envision the potential of integrating combat arms capability into an integrated fighting force that would become known as "The Combined Arms Team".

Clark served combat tours in the 155th Assault Helicopter Company, the 1st Aviation Brigade and was a member of a HQDA Special Task Force to study mechanized and armor combat operations in Vietnam. In 1969 during his tour as operations officer, 11th Combat Aviation Group and Commander of the 1st Squadron (Air Mobile), 9th Cavalry, 1st Cavalry Division, his squadron's combat record was unmatched with more than 41,000 combat sorties and nearly half the enemy losses inflicted by the entire division. In 1970, his squadron established a number of "Battalion" combat records, which included the most flight time, highest readiness rate, and the greatest amount of damage inflicted on enemy forces.

His talents and experience were recognized which led to his assignment as Chief of Battalion/Brigade Tactics and Chief of Studies at the Armor Center. There he developed and implemented the concepts which guided armor modernization and integration into the Combined Arms Team concept.

The TRADOC commander, recognizing his talents and experience, moved him from the Armor Center to the Aviation Center as the Director of Combat Developments. Under his leadership, the Army Aviation Mission Area Analysis was developed and presented to the Army leadership. This led to the decision to establish Army Aviation as a separate branch on 12 April 1983.

During his tenure as the "Dean of Combat Developments" aviation successfully fielded a combat effective fleet of AH-64 Apache, OH-58D Kiowa Warrior, UH-60 Black Hawk and CH-47D Chinook helicopters. These systems played decisive roles in "Urgent Fury", "Just Cause", "Desert Storm" and "Operation Iraqi Freedom". Moreover, they were integrated into the Combined Arms Team.

COL Clark Burnett's contribution to Army aviation over a great number of years make him uniquely qualified and deserving of induction into the Army Aviation Hall of Fame.

COL Harry W. Townsend, Ret. — 2004 Candidate

Harry Townsend, veteran of three wars, Master Army Aviator with over 8,000 hours of which more than 2,000 are combat and Master Parachutist, began his military service with the Citizens Military Training Corps. During WWII he refused being drafted for the Navy as a mess boy and volunteered for active service as an Infantryman. In 1945 he was commissioned a Second Lieutenant from OCS and served in Europe with an Engineer unit.

In 1947 he applied for flight training. There was no reply. So, he and 19 other black parachutists bought an Aeronca Chief and formed a flying club at Fayetteville Airport. He soloed in about four hours and sent a second application. Again no reply. While with the 555th Parachute Infantry (Black Panthers) his outstanding service was rewarded with a Regular Army Commission.

In 1950 he discovered his applications were shelved and in a Pentagon face-off was approved for flight training starting June '50. Following fixed wing and helicopter qualifications he served in Korea flying hundreds of combat missions in H-13 and liaison aircraft for the 25th Inf Div and 1st Corps — artillery adjustment, medivac, rescue, observation, liaison, etc. One rescue was a South African pilot who bailed out and landed between the lines. Under enemy fire he rescued and flew him to safety. He received no official recognition of this heroic effort (except in Stars and Stripes) and his extensive combat flying time.

The next seven years were spent in Germany in flying, lengthy Infantry company command and staff duties. As Asst. G-3, 9th ID he also commanded the Div Avn Unit and the airfield — a most unusual array of duties. After a tour in Thailand he taught and was Chief of Field Operations for two years with Special Forces at Ft. Bragg. Later, in a Combat Developments assignment he was responsible for the first Field Manual on Airmobile Operations.

In Vietnam he commanded the 268th CABn and Vung Tau airfield. While there he led the Aviation Brigade's largest air assault to date by inserting all combat elements of the 173rd Airborne Bde and a battery of 155mm howitzers. This was completed by midnight including approximately 20,000 rounds of artillery ammunition all with no aircraft damage.

His last years of outstanding service were in offices of Dept of Army IG, Secretary of Army and Secretary of Defense. After retirement Harry served for 17 years on AAAA NEB, ten as Trustee and Treasurer of the Scholarship Foundation and as International Judge in National and four International Helicopter Championships.

Mr. Dean C. Borgman — 2004 Candidate

Mr. Dean C. Borgman, Chairman of Sikorsky Aircraft, has made notable contributions to the advancement of rotary-wing aeronautics and to Army aviation throughout his career. At the Army Aviation Research and Development Lab at Moffett Field during the 1970s and subsequently as director of Advanced Systems for the Army Aviation Systems Command Headquarters, Mr. Borgman directed research, development, testing and evaluation for Army aviation - efforts that effectively launched the LHX Program. During his tenure at McDonnell Douglas Helicopter Company in the 1980s and 1990s, eventually becoming president, Mr. Borgman played a central role in the design, development, production and introduction of the Army's successful AH-64 Apache attack helicopter. After the AH-64 was fielded, Mr. Borgman initiated the major upgrades that led to the creation of the AH-64D Longbow Apache. Army fighting doctrine has radically changed as a direct result of the Apache, integrating rotorcraft capabilities into an attack system that has since been used to devastating effect in Desert Storm, Afghanistan, and Operation Iraqi Freedom. Following Boeing's acquisition of McDonnell Douglas, Mr. Borgman served as senior vice president of Boeing Helicopters, responsible for the Mesa, Arizona business. Upon his retirement from Boeing, he was recruited to join Sikorsky Aircraft in 1998 as president and named Chairman in 2003. His leadership at Sikorsky can be seen in the success of the Army RAH-66 COMANCHE and UH-60M programs, as well as other major helicopter development programs, including the Collier Trophy winner S-92, the Navy's MH-60R and MH-60S helicopters, the CH-53 upgrades for the Marine Corps, and the civil S-76 program. The COMANCHE represents a quantum leap in rotorcraft system technology and capability while the UH-60M program will provide a substantial technology upgrade to more than 1,200 early-model BLACK HAWK helicopters, improving reliability and performance while reducing operating costs. Addressing aircraft support, Mr. Borgman led a new paradigm that blends Sikorsky's rotorcraft expertise with the Army and its depots to increase availability and lower costs in unprecedented ways. In recognition of his achievements, AHS in 2003 presented Mr. Borgman its prestigious Alexander A. Klemin Award for "notable achievement in the advancement of rotary-wing aeronautics." Through a long and exceptionally productive career, Mr. Borgman has had a profound effect on rotorcraft in general, and Army aviation in particular.

Mr. Paul L. Hendrickson — 2004 Candidate

Paul has given almost six decades of his life to the support and advancement of Army aviation. He came from a private E-1, in 1946 as one of the first Army aviation mechanics/technicians trained by the USAF. After eight years he was an SFC aviation logistician before the Army knew what one was. He became an Aircraft equipment specialist, GS-9 in 1954. Less than six years later he was a GS-14 at the age of 31 with an aviation logistics background matched by few at that time. Paul's reputation was that he knew the business of maintaining aviation systems and would call the shots as he saw them. He was also a key expert in the successful Army assumption of aviation depot level maintenance responsibility at today's premier DOD helicopter M & O facility and served as the first civilian deputy at CCAD. Later, Paul became the deputy project manager for Turbine Engines leading to 100% worldwide visibility and control of these capital-intensive spare parts for Army helicopters. Paul was always several states of the art, or generations of technology, ahead of his peers and his leadership. He created the original total visibility program in the Army in Army aviation. It was called the Aviation Intensively Managed Items, or AIMI program. Among his peers of consequence was Joseph Patrick Cribbins, HOF 1980. These two icons of Army aviation made the right things happen. Paul has had a long, substantive role in AAAA activities at the Lindbergh Chapter level, as well as the national AAAA level. Paul Hendrickson and Don Luce, HOF-1998, created the Joseph P. Cribbins Product Support Symposium (PSS) by naming it for Joe Cribbins without Joe's prior knowledge, which in turn led to Joe Cribbins having to be there, where he was until his death in 2002, after some 27 years so far. Such was the camaraderie in and among these unusually dedicated, truly gifted icons of Army aviation. Paul Hendrickson should be voted in to join Joe Cribbins, Don Luce, and the not too many other aviation logisticians who have made an incredible difference from the routine, the average, or the normal.

Mr. John L. Shipley — 2004 Candidate

Since inception, a true, quiet, US Special Operations Forces professional, Mr. John Shipley, has been a driving force behind the tremendous success of Army Special Operations Aviation (ARSOA). His leadership in bringing new, strategic capability to the Army provided and continues to provide unprecedented capabilities for military operations around the world. John is recognized not only as one of the Army's finest Acquisition Executives by DoD senior leadership but is also a pillar of strength as the founding father of Army Special Operations Aviation acquisition.

For over 30 years Mr. Shipley's close teamwork with "Warfighter" Mission Essential Task List resulted in rapid development, procurement, and fielding of programs like the Armed Kiowa Warrior, the MH-60 Direct Action Penetrator, the MH-47D Adverse Weather Capable (AWC), and the mission enhanced MH-6M Street Fighter.

In the MH-60K and MH-47E programs fielded in the early 90's, Mr. Shipley ensured integration of strategic capabilities for aerial refueling, satellite communications, terrain following radar, and aircraft IR/RF countermeasures, complementing world-wide insertion/extraction capabilities. Most recently, the unprecedented MH-47, MH-60, and A/MH-6 common cockpit program for networked, digitally enhanced situational awareness sets the standard for interservice cross-platform commonality and interoperability and will provide unprecedented Army savings. Additionally, numerous classified systems in the field today are a direct result of John's tenacity for solving development issues and exudes an unwavering ability to streamline the "Warfighter" acquisition process.

Under Mr. Shipley's steady direction, investment resources have increased dramatically by over $2.0 billion in the last few years to support ARSOA's Transformation. This Transformation strategy extends the service life for the MH-47 "Dark Horse" and MH-60 "Night Hawk" and their growth evolution to 74 MH-47Gs and 96 MH-60Ms respectively. Additionally, MH-60 Armed Penetrator TO&E's will double to 20 aircraft and the A/MH-6M Street Fighter fleet will expand by 50% to 45 aircraft with an unprecedented 35% increase in payload and endurance for this unique mission.

His numerous classified efforts, which must remain unrevealed, are revolutionary for Army Aviation and undeniably make John Shipley worthy of induction to the US Army Aviation Hall of Fame. He stands amongst the finest within Special Operations, is a true national asset, and has and always will be, a Night Stalker that Does not Quit.

BG John C. "Doc" Bahnsen, Jr. — 2004 Candidate

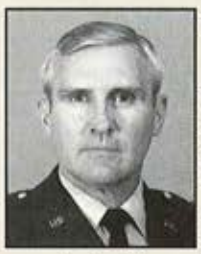
Like "marching toward the sounds of the guns", Doc Bahnsen repeatedly flew to the fire fight (if he had not already been the one to start the fight). He was a gunship platoon leader and later, the Operations Officer of the 118th Assault Helicopter Company in 1965-66. On a second tour, 1968-1969, he was the Commander of the regimental Air Cavalry Troop and later, commander of the 1st Cavalry Squadron, 11th Armored Cavalry Regiment. Doc flew over 1600 combat hours in Vietnam. As partial testimony to his warrior prowess, Bahnsen was awarded the Distinguished Service Cross, five Silver Stars, three Distinguished Flying Crosses, four Bronze Stars (three with Valor devices), fifty-one Air Medals (three with Valor devices), four Army Commendation Medals (one with Valor device), two Purple Hearts and numerous Vietnamese and Korean decorations.

Not only a spectacular combat aviation hero on the battlefield, then Colonel Bahnsen was dispatched from the Pentagon in 1977 to design and conduct field tests and evaluations seeking answers to the challenge of OSD analysts that the Attack Helicopter Team could not survive on the battlefield and all necessary aerial fire support could be provided by the Air Forces A-10. Bahnsen worked with the Air Forces Tactical Air Command and they developed realistic scenarios and instrumentation for the Joint Attack Weapons Systems (JAWS) Tac Eval. The test data confirmed the value of the joint attack team of Army helicopters and Air Force aircraft and resulted in the first TAC-TRADOC joint tactics manual.

Bahnsen's other assignments included command of a tank battalion in Germany, command of the 1st Aviation Brigade at Ft Rucker, Assistant Division Commander of the 2nd Armored Division and Chief of Staff of III Corps and Ft Hood.

BG James M. Hesson, Sr., Ret. — 2004 Candidate

BG James M. Hesson Sr. is an Army Aviator who has been a major force in Army Aviation Command, Operations, R&D and Logistics for decades. Enlisting in the Army National Guard at the age of 16, Jim joined the Regular Army in 1950 and was commissioned from OCS in 1952. After a combat tour in Korea, he earned his wings in 1957 and soon found himself flying an H-13 armed with two .30 caliber machine guns in COL Jay Vanderpool's early experiments with armed helicopters. During his first Vietnam tour, he received his first Legion of Merit for successful automation efforts that corrected critical spare parts supply shortages. As a battalion commander in the 101st Air Assault Division in Vietnam during his second tour, his senior rater stated that he was the "Best qualified aircraft maintenance and supply battalion commander I have observed in my 24 years in Army Aviation." He also demonstrated his airmanship and bravery during this tour when he was awarded the Distinguished Flying Cross for successfully extracting an aircraft recovery rigging team under intense direct enemy fire. Back stateside, he was the first CH-47 Modernization Project Manager and managed the R&D effort to a technically successful, on-schedule, under-budget conclusion. He also became a leader in establishing computer based management tools that included use of computer based communications and directed the automation of the first major Army staff element to have e-mail linkage among all staff sections. In 1979, as a PM, he received the Secretary of the Army Award for Project Management and the Secretary's Award for Outstanding Achievement in Materiel Acquisition. Following the unsuccessful "Desert One" operation to free the Iranian-held hostages, Jim was designated the AMC Aviation Manager for Special Operations and effectively directed the "Fast Track" and unorthodox procurement and modification of the initial aircraft and associated equipment for Operation HONEY BADGER that formed the genesis of Task Force 160. Medically retired in 1983 after improperly performed heart surgery, Jim continued to serve as both President of the Army Aviation Association of America and President of the AAAA Scholarship Foundation. In the last year alone, Jim has personally raised over $110,000 in donations to the Scholarship program capping over 45 years of service to the Army and AAAA, from local chapter officer to National President. Jim Hesson is a consummate leader, outstanding and dedicated manager, and soldier/people-oriented officer who continues to serve.



BG Rodney D. Wolfe, Ret. — 2004 Candidate

Rod Wolfe has made enormous contributions to Army aviation for more than 40 years. In May 1981, upon assuming command of the 101st Aviation Group, he received two special tasks from his Division Commander. First, from the Group assets participating in "Operation Honey Badger", organize, equip and train a unique night-fighting unit capable of working with Special Operations organizations and second, integrate Night Vision Goggle (NVG) operations into the basic fabric of the 101st Airborne Division (AA).

In October 1981, Task Force 160 was formed and for the next two years under his leadership and unwavering support, the Task Force was equipped, trained and innovative operational scenarios developed and validated. Unique equipment was adapted for the Task Force missions, and highly motivated and experienced personnel were assessed and the very best assigned. First operational mission was conducted in 1983, "Operation Urgent Fury" — the Task Force was ready for worldwide employment and the motto "Night Stalkers Don't Quit" was born.

To accomplish his second task, Colonel Wolfe established a Night Vision Goggle Qualification Course for the Division while concurrently modifying aircraft and associated equipment to be NVG compatible. By year's end, every aviation unit of the Division routinely conducted operations using Night Vision Goggles — a new era of aviation war fighting was ushered in.

As the longest serving Deputy Commanding General of the US Army Aviation Center and Fort Rucker, BG Wolfe was involved in nearly every aspect of the Branch and School. In 1986, Rod was tasked by the Branch Chief to provide oversight in the preparation/training of an aviation organization to relieve TF 160, operating at sea in role of Hunter/Killer and CSAR (Operation Prime Chance). The mission was successful without loss of equipment or personnel.

Rod Wolfe is a hero. In Vietnam he displayed valor as a leader of Delta Troop, 3d Squadron, 5th Cavalry. Delta Troop was integral to operation Lam Son 719, one of the bloodiest, most deadly operations conducted during 10 years of fighting in Vietnam. Rod Wolfe and Delta Troop were cited for valor and courage under fire. Their tactical operations saved the lives of countless infantry soldiers.

Rod Wolfe is a warrior, war hero, leader of renown, and is uniquely qualified and deserving of induction into the Army Aviation Hall of Fame.

MG Ronald K. Andreson, Ret. — 2004 Candidate

He devoted over 32 years, through several unusual career turns that established him as one of the most versatile and accomplished Army aviators of his era. As a multiple Combat Aviation commander as well as an aviation logistics commander in two Vietnam tours, he moved into a series of research and development staff assignments preparing for duty as the aviation systems Program Manager (PM) for the UH-60 Black Hawk aircraft. His was the first ever multi-year aircraft production contract awarded in the DOD and he was selected as the PM of the year in 1983 by the Secretary of the Army followed by his receipt of the Secretary of Defense Superior Management award, the Carlucci Award, as PM of the $7 billion Black Hawk program. His successes in the operational world of Army aviation, combined with his systems acquisition and logistics successes, made Andy the leader of choice.

Promoted to Brigadier General in 1983, he moved on to the Deputy Commanding General for Research and Development at the Aviation Systems Command (AVSCOM) in St. Louis, Mo. From mid-1984 through mid-1991 he was selected as PM for the Army's highest priority, and highest cost, aircraft system in its history, the Light Helicopter experimental, the LHX. The LHX became the Comanche of today as he nurtured it through several changes in the top civilian and uniformed leadership of the Army, at times with more "help" than one might imagine. He passed on his career "crown jewel" with the program on track for successful completion. From having the 1967/1968 rating of the best unit commander of 27 in the 12th Combat Aviation Group in Vietnam to being the Army's, and the DOD's PM of the Year in 1983, and the PM, LHX for over seven years to 1991, he established a career matched by few others. His current service as National President of the Army Aviation Association of America (AAAA), is vivid testimony to his continuing commitment to making Army aviation all it can be for the US Army and the nation.

MG Charles F. Drenz, Ret. — 2004 Candidate

Gen. Drenz was an innovator who served with great distinction in aviation command, staff, project/program management and test activities.

He entered flight training after six years of Infantry and MP assignments in Korea, Japan and CONUS and during his first year at Ft. Eustis logged over 1000 hours. Next he commanded the 591st Aviation M&S Co. in Germany supporting over 400 aircraft. He corrected low availability in the 2nd ACR by on-site locating the first (in 7th Corps) Direct Support Detachment.

In Vietnam he was assigned to the 34th Gen Spt Avn Gp's 58th Bn which provided depot supply support to all Army Aviation in Vietnam. To correct failure in control of high dollar spares needing depot repair he established a Specially Managed Items Office. This successful project led to the Pentagon for 3+ years to establish the same system worldwide.

Returning to Vietnam he took command of the 520th M&S Bn at Phu Loi. Phu Loi was a mess - riots, fraggings, drugs compounded by sapper and rocket attacks all resulting in low aircraft availability. LTC Drenz also became base commander with seven battalions having 300+ aircraft. His Infantry and MP background came into focus and within two months the base was under firm control. He commanded for a year with no aircraft losses to sappers, only two soldiers lost to rocket attacks and much improved availability rates.

As Project Manager for the Cobra-Tow he completed all phases from engineering and testing to fielding the first helicopter accompanied by a complete support package. Following two years command of Corpus Christi Army Depot his outstanding service was rewarded by promotion to BG. As Program Manager for the UH-60 he again completed this successful program from R&D to fielding.

Next came high level DOD command and management, then promotion to MG and Program Manager for Apache. Again he took this program from E&T, building a production facility at Mesa through initial fielding. In 1986 he became CG of the Army's Test and Evaluation Command with subordinate elements from Alaska to Panama.

In 1988 after 35 years of distinguished service this highly decorated Master Army Aviator with more than 3500 hours retired. In retirement he held leadership positions in AAAA and the Aviation/Aerospace industry to include six years on the Army Science Board.

MG Carl H. McNair, Jr., Ret. — 2004 Candidate

Carl McNair elected Army Aviation flight training upon graduation from USMA and has devoted the subsequent 48 years to building the Army's step-child into the highly respected Army Aviation Branch. His career in military and civilian life has been a series of key assignments as Commander, Trainer, Staff Officer, Advisor and Ambassador for Army Aviation.

As Commander he had a branch qualifying Infantry company command in the 1st Cavalry Division in Korea. His second: the 121st AHC (Soc Trang Tigers) in the Delta. After a year in command he extended for a year to command the 145th Combat Avn. Bn. During six campaigns, two Tet offensives and more than 1500 combat hours, he was awarded four DFC's, Legion of Merit, two BSM w/V device and 53 Air Medals. Next was the Aviation Brigade at Ft. Rucker, 1974 - 75 and finally CG, Army Aviation Center, 1980 -'83. During the latter he became the first Chief, Army Aviation Branch and for many notable achievements was awarded the Distinguished Service Medal.

As Trainer he was an instructor, Armed Forces Staff College and Staff and Faculty, USMA. This began his tie-in between Army Aviation and West Point which continues to this day with results evident in numbers of top graduates selecting Army Aviation Branch. Last, his performance as top trainer in Army Aviation -Assistant Commandant of the School- led to his promotion to MG.

As Staff Officer, he was Deputy for Aviation in the Army Secretariat and then Executive Officer, Chief of Research and Development. Later as Army Aviation Officer in DCSOPS, he was responsible for supervision and coordination of Army Aviation at the Army General Staff level. His last assignment was Chief of Staff, TRADOC for which he was awarded a second DSM.

As Advisor with the Chinese Army in Taiwan he received Chinese Army Aviator Wings. Help to Korean Army Aviation while in the 1st Cavalry Division earned him Korean Army Aviation Wings. For integrating the Thai "Panthers" with battalion operations in Vietnam he earned Thai Wings and for work with the Vietnamese Air Force he received the Cross of Gallantry with Gold Star and twice with Palm, Military Medal of Honor and Vietnamese Air Medal.

He has been the unofficial voice of Army Aviation with literally dozens of activities and held top offices in not only AAAA but with a number of other influential organizations. The significance of his efforts at the National level in combined and coordinated lobbying efforts for legislation vital to Army Aviation and its people cannot be overstated.

MG James H. Patterson, Ret. — 2004 Candidate

MG Patterson's career was marked by a skillful blending of air and ground cavalry experience with armor and aviation commands that had a significant influence on development of modern Air Cavalry tactics. He became one of the Army's brightest pioneers as Commanding Officer of the highly successful 6th Air Cavalry Combat Brigade, which he trained and tested with new air cavalry and aviation tactics. His successful demonstration of these techniques at Fort Hood in 1975 led to new insertions in FM100-5 that acknowledged the Army's commitment to world leadership in the use of attack helicopters and airmobility.

Patterson was next assigned as Assistant Division Commander of the 1st Cavalry Division, followed by a tour as Deputy Commanding General of the Army Aviation School and Center at Ft. Rucker. There his aviation tactics and concepts were soon incorporated in all training, doctrinal developments and courses of instruction for aviators and ground personnel throughout the military schooling and training systems. Patterson's efforts to harmonize and blend these new concepts into air-ground Army team tactics, doctrine, training also led to the development of valid hardware requirements for the RAH-66 (LHX), OH-58D (AHIP), AH-64 and the UH-60.

Patterson's greatest contribution to Army Aviation, however, was his inspirational troop leadership not only in training and experimentation but also in combat in Vietnam. Jim Patterson was a dynamic combat commander who always led from the front. Seeing one of his crews shot down in an enemy occupied area, Patterson landed and took personal charge of defense of the crew and their aircraft. Throughout the night Patterson, now injured, and his tiny force of six fought off repeated ground attacks as he directed gunship and artillery fire on enemy mortar and machine-gun positions until extraction the following day.

This warfighter with more than 3,000 hours including over 1,100 combat hours is one of the few aviators awarded the Distinguished Service Cross. His other awards include the Distinguished Service Medal, Distinguished Flying Cross, Purple Heart and numerous others for valor and service. After retirement, MG Patterson has continued to serve his local community as the Mayor and as a Commissioner of Longboat Key, Florida.

MG Harold I. "Hank" Small, Ret. — 2004 Candidate

Arising from the enlisted ranks to the rank of Major General, Hank Small established himself as a courageous and determined Army Aviation combat leader in both air assault and logistic support unit operations over the course of two years in Vietnam. In a classic pattern of rotating assignments, Hank also became a respected architect of aviation logistics doctrine, techniques and training and a respected critic as to how well these elements serve support unit commanders and their customers. As a result of these two extraordinary achievements he is one of the most decorated officers in the history of the Transportation Corps. In his first Vietnam combat tour, Hank was placed in command of the 393d Transportation Detachment in support of the 128th Assault Helicopter Company. Working 18-hour days alongside his crews, Hank was able to raise the level of effort of the 393d to keep the 128th flying at 80% availability, while coping with extensive combat damage to its helicopters and primitive field conditions. Although a maintenance officer by trade, Hank, then a Major, was given command of the 116th Assault Helicopter Company which became a legend under his leadership. His courage, determination and command skills in combat with the 116th earned him two Silver Stars, five Distinguished Flying Crosses, a Bronze Star and the Purple Heart.

On his second Vietnam combat tour, Hank was a Lieutenant Colonel commanding the 5th Transportation Battalion of the 101st Airborne, Air Airmobile Division at Camp Eagle. As before, his motivating leadership resulted in exceptional levels of effort under the toughest of conditions to keep the Division's vast helicopter fleet operational.

As Hank progressed in rank, he was assigned to duty at the US Army Transportation School, as commander of the 101st Division's DISCOM, Director of Logistics at the Readiness Command, Commandant of the US Army Transportation School and Commanding General of the Military Traffic Management Command.

Major General Hank Small retired in 1986 with three Silver Stars, five Distinguished Flying Crosses, two Bronze Stars for Valor, 23 Airmedals, Purple Heart, Vietnamese Cross of Gallantry with Palm and Vietnamese Cross of Gallantry with two Silver Stars.

His exemplary courage, determination and skill in aviation combat and his many contributions in the area of aviation logistics add luster to the Army Aviation legacy and justify his election to the Army Aviation Hall of Fame.

LTG Teddy G. Allen, Ret. — 2004 Candidate

Teddy Allen is a unique pioneer in Army Aviation commanding aviation units from Platoon through Division. Innovation was a "hallmark" of his career. In 1962, Captain Allen recognized the vast potential of armed helicopters in support of ground troops and worked tirelessly to expand their employment in all operations. Vietnam proved him correct. In 1974, Major Allen pioneered/advocated the use of night vision goggles in aircraft. Operations Desert Shield/Desert Storm validated their value. In 1980, Colonel Allen organized/trained an aviation task force as part of Operation Honey Badger, an operation designed to free American hostages held by the Iranians. Hostages were released prior to commencing the operation, but the task force later formed the nucleus of the first aviation special operations organization. In 1986, BG Allen, Chief, JUSMAG Philippines, was called upon at the height of the Philippines Revolution to evacuate Philippines President Ferdinand Marcos and his family: a critical strategic necessity for the U.S. Government. Teddy Allen accomplished this evacuation flawlessly and without casualties.

Teddy Allen's excellent organizational skills and mature decision-making abilities were clearly evident during his command of the prestigious 101st Airborne Division (Air Assault) from 1987-1989 during the time leading up to Operations Desert Shield/Desert Storm. As the Division Commander, he supervised the complex and arduous fielding of the Army's newest attack platform, the AH-64A Apache helicopter.

LTG Allen's final assignment was as Director, Defense Security Assistance Agency where he managed programs that assisted more than 124 countries to modernize and professionalize their armed forces. Other key assignments included Chief, Aviation Division, Office of the Deputy Chief of Staff Operations and Plans, FORSCOM, and Commander, 101st Aviation Group, 101st Airborne Division.

LTG Teddy Allen's dedication, service and ideals distinguish him as a true aviation visionary whose accomplishments fully warrant his immediate induction into the AAAA Hall of Fame.

LTG John W. (Jack) Woodmansee, Jr. — 2004 Candidate

Jack entered flight school in 1957 as a 2d Lt and remained on flight status until he retired in 1989 as the Commanding General of V Corps. He is believed to be the first Army Aviator to fly solo with NVGs aviation operations. While assigned to the 82d Aviation Battalion in 1963, Jack checked out a pair of prototype night vision goggles from Ft Knox, and demonstrated the tactical benefits of NVG operations. Later in 1963, he was assigned as leader, "Dragon 6" of 5 armed UH-1B gunships in Da Nang, supporting all of I Corps and the US Marine helicopter squadron stationed at Da Nang. The Marines recommended him for the Navy Cross. He was the S-3 of the 164th Aviation Group in the Delta with over 350 organic fixed and rotary winged aircraft. As Commander of the 7th Squadron, 1st Air Cavalry at Vinh Long, he had 117 helicopters and over 200 rated aviators in the Squadron. During his two years of combat flying in Vietnam, he logged over 1500 combat hours and was awarded the Silver Star, five Distinguished Flying Crosses, and the Air Medal w/Valor device and 39 OLCs.

Woodmansee was the White House Fellow for Secretaries of State Dean Rusk and William Rogers in the late '60s.

General Woodmansee insured the funding of the initial classified programs that led to the Apache Longbow technology. Jack was a major player in recommending, while at TRADOC, and later defending, when serving from 1984-87 as the DCSOPS-Force Developer in Washington, the establishment of an aviation brigade within the Army's "Division 86".

After active duty, he served on the Defense Science Board, and continues to serve on the Army Science Board. He participated on the Army's Independent Comanche Review Panel, headed by USAF GEN (R) Larry Welch, and Jack currently co-chairs the Army Science Board's study of "Aerial Support to the Objective Force". This report recommends the acquisition of a vertical rotorcraft that can self-deploy and carry the Future Combat System force in a vertical, mounted envelopment to operational depths. The report has drawn praise from Army, US Marine Corps and Department of Defense leaders and strong support from the Special Operations Command. He is currently chairing an ASB study on Combat Identification to reduce the potential for fratricide among our forces.

See the postage-paid Hall of Fame Voting Ballot between pages 44-45 to be returned to the AAAA National Office on or before December 22, 2003

AAAA NEWS

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
CW4 Thomas M. Somers
MAJ Brian L. Thompson

ALOHA CHAPTER
HONOLULU, HI
CPT Matthew P. Champion
CW5 Howard H. Fancher
2LT Hans J. Thomas

AVIATION CENTER CHAPTER
FORT RUCKER, AL
WO1 Steven G. Abalos
WO1 Lucas K. Abeln
2LT Christopher V. Alvear
2LT Timothy J. Bartlett
SGT Jeffrey A. Bova
WO1 Ryan M. Brincat
WO1 Jack R. Brink
2LT David W. Bunt
2LT Jacob W. Capps
WO1 William J. Chmelir
2LT Colleen K. Christ
2LT Kristopher P. Christl
2LT Michael D. Cookey
2LT Steven R. Crews II
2LT MacKenzie H. Davis
1LT Jesse R. Delgado
WO1 Shane G. Denherder
2LT Michael G. DeStefano
2LT Derrick G. Draper
WO1 Philip B. Duff
2LT Maria P. Duran
2LT Vincent M. Duvall
WO1 Paul J. Fekete
2LT Justin H. Flynn
CW4 Michael D. Fox
WO1 Naaman Freifeld
CW2 Jerry L. Furlong
2LT Steven J. Gluth
WO1 Thomas K. Gore III
2LT Chad M. Gosney
2LT Seung B. Ha
2LT Michael B. Hamilton
WO1 Eric J. Hamp
2LT William S. Hefron
2LT Katherine J. Heine
WO1 Robert T. Henninger
2LT Douglas N. Holt
2LT Ryan W. Husted
2LT Michael T. Jessee
WO1 Joshua R. Johnson
2LT David R. Jones
2LT Joseph E. Kaplan
2LT Christopher P. Kidder
2LT Jarrod K. Knowlden
WO1 Matthew N. Lanese
1LT Drew D. Larson
WO1 Thinh D. Le
2LT Lauren K. Leftin
2LT Douglas T. Lindsay
2LT Ryan M. Lisowski
2LT Raymond D. Lynch
WO1 Edmund A. McCafferty
WO1 Tony D. McNair
WO1 Stephen F. Mestas
2LT Matthew T. Minnick
WO1 Luis E. Montero
2LT Scott R. Montoya
WO1 Elijah Moroshan
WO1 Joseph C. Mosher
2LT Christopher W. Mueller
2LT Justin V. Mullins
WO1 Robert D. Ness
WO1 Cameron R. Nowell
2LT John M. Oros
2LT David J. Orzech
2LT John G. Paxton
WO1 Ahmad R. Peay
WO1 Rourk A. Petersen
2LT Josiah D. Pickett
2LT Robert P. Redfield
2LT Alexa M. Revels
CPT Jason R. Rios
2LT Cristian A. Robbins
SSG David D. Robinson, Jr.
2LT Elpidio Rodriguez
2LT Brendan D. Rowe
2LT Kevin P. Schieman
WO1 David R. Sevcik
2LT Nathan A. Shanor
2LT Leah C. Shubin
2LT Daniel L. Smith
WO1 Ken R. Smith
2LT Scott T. Sorquist
WO1 Carl A. Spear
2LT Thomas J. St. George
WO1 Ryan C. Stone
WO1 Ivan Stubblefield
2LT Eric V. Teel
WO1 Caleb S. Weand
CPT Butch Whiting
WO1 Giles B. Williams, Jr.
PFC Matthew K. Williams
WO1 Phillip W. Winder
WO1 Joseph W. Woiwode
2LT Brian D. Yardley

CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IOWA
LTC Randy H. Warm

COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
CDT Nicklaus C. Franck
CPT Scott W. McIntosh

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Ms. Dina Fusco
Mr. Christopher M. Hamel
Mr. Frank B. Kelley

CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
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Mr. Joe R. Diaz
Mr. Jose Gutierrex, Jr.
Mr. David R. Plata
Mr. Gilbert G. Sanchez, Jr.

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CPT Gregory J. Cole
Ms. Kay S. Diekemper
CW3 William B. Lindell

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LTC Daniel C. Finch

IRON MIKE CHAPTER
FORT BRAGG, NC
MAJ Todd Z. Conyers

JIMMY DOOLITTLE CHAPTER
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CW4 Dennis M. Cordova
CW3 Frederick J. Driscoll
CW3 Michael W. Dunn

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Mr. David B. Coblitz

MACARTHUR CHAPTER
NEW YORK/LONG ISLAND AREA, NY
Mr. Tom Aron

MINUTEMAN CHAPTER
WESTOVER AFB, MA
Mr. Bruce R. Blakeley

MONMOUTH CHAPTER
FORT MONMOUTH, NJ
Mr. Dennis L. Bateman
Ms. Bobbi C. Campbell
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MORNING CALM CHAPTER
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MAJ Brian D. Almquist
CPT Leonardo Rinaldi

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NORTH COUNTRY CHAPTER
FORT DRUM, NY
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ST. PAUL, MN
Mr. Jim J. Alviani

OREGON TRAIL CHAPTER
SALEM, OREGON
PFC Benjamin C. Kelly

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Mr. Edwin A. Larson

SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
CPT Steven D. Gunter
CW3 Jon D. Larue

SHOWME CHAPTER
JEFFERSON CITY, MO
SSG Eugene D. Bequette II

SOUTHERN CALIFORNIA CHAPTER
LOS ANGELES, CA
Mr. John O. Joly III
1LT Ashley S. Lee

TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
SFC Robert L. Atteberry
Ms. Christy J. Carlie
COL Robert K. Griswold, Ret.
Mr. Michael D. Haragan
SGM Earl Hildebran, Ret.
Ms. Debra K. Kelley
Dr. Jonnathan H. Kim
Mr. Mark C. Moots
Ms. Kathryn M. Parr
Mr. Manuel G. Ramirez
MAJ Brian R. Tachias
LTC Dorothy E. Taneyhill
Ms. Linda K. Taylor

UNIV OF NORTH DAKOTA CHAP.
GRAND FORKS, ND
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VMI/VWIL CHAPTER
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CDT Hope L. Albrecht
CDT Sarah E. Hatfield
CDT Jennifer A. Kukla
CDT Kelly C. Marra
CDT Stephanie A. Straw
CDT Lea R. Thompson

WASHINGTON-POTOMAC CHAPTER
WASHINGTON, DC
Mr. Larry Pennett
Mr. Rativ Sood

WINGS OF VICTORY CHAPTER
GIEBELSTADT, GERMANY
CW2 Bennett J. Hlavac
1SG Bradley A. Long
MAJ Matthew C. Mingus
SFC Kirk A. Simpson
CSM Darrell E. Wallace
1SG Philip R. Webb

WRIGHT BROTHERS CHAPTER
COLUMBUS, OHIO
SFC Scott J. Moloney, Ret.

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Mr. Richard Collier
LTC Mitchell P. Danner
Dr. Joe B. Fenley
CW3 Eitel H. Hahn II
Mr. Bert Harrold
Ms. Theresa Hoskyns
Mr. Larry M. Johnson
Ms. Sherry Libby
Mr. Aaron Price
CPT Richard H. Rogers
CW2 William E. Shaffer
Mr. Frank G. Verbeke II

New Chapter Officers

Aloha:
CW5 Howard H. Fancher, Sr. Vice President.

Aviation Center:
CPT Samuel B. Glover, VP Scholarships

Black Knights:
CPT Michael D. Harvey, Vice President.

Talon:
COL George M. Bilafer, President.

VMI/VWIL:
BG(VA) Norman M. Bissell, President; CDT Julia A. Ireland, Sr. Vice President; CDT J. B. Thompson III, Vice President; CDT Hope L. Albrecht, Secretary; CDT Kelly C. Marra, Treasurer; CDT Stephanie A. Straw, VP Membership Enrollment; CDT Sarah E. Hatfield, VP Programs; CDT Vanessa E. Mertz-Myers, VP Scholarships.

AAAA Soldier of the Month

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

SFC Timothy J. Harsh
September 2003
(Oregon Trail Chapter)

SFC Marcus L. Merrick
October 2003
(Oregon Trail Chapter)

SSG David H. McCurry
November 2003
(Oregon Trail Chapter)

Aces

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

Mr. Joseph A. Caines

New AAAA Industry Members

Armed Services Mutual Benefit Assoc.
Corcoran Matterhorn Shoe Company

AAAA NCO of the Quarter

A Chapter Program to Recognize Outstanding Non-Commissioned Officer's on a Quarterly Basis

SSG David D. Robinson, Jr.
4th QTR FY03
(Aviation Center Chapter)

New AAAA Life Members

LTC Curt S. Cooper
COL Thomas M. Harrison, Ret.
COL Dr. Hall Kushner, Ret.
SFC William D. McKinney, Ret.
CW5 Bradley D. Rinehart
1LT Laura L. Wade

New AAAA Order of St. Michael Recipients

MG Raymond F. Rees (Gold)
David E. Boyken (Silver)
CW5 John P. Mandulak (Silver)
CW4 Robert L. Bonham (Bronze)
CW4 Phillip M. Bunch (Bronze)
MAJ Mark C. Patterson (Bronze)
LTC William J. Davisson (Bronze)
LTC Joseph E. Maher (Bronze)
CW4 Glenn Smith (Bronze)
Alvin D. Farless (Bronze)
CW4 Clinton G. Logwood (Bronze)
1SG Franz Philippe (Bronze)
MAJ Michael C. Moore (Bronze)
CW4 Richard Davis III (Bronze)
CW3(P) Richard Gregg (Bronze)
MAJ Joseph C. Matthew (Bronze)
1SG Kenneth Johnson (Bronze)
MAJ Ralph Litscher (Bronze)
CW4 Lucky Mertes (Bronze)
CW4 Gregory Wood (Bronze)
MAJ Michael Shenk (Bronze)
CSM Donald Gregg (Bronze)
MAJ Brian Smalley (Bronze)
CW4 Ronnie Johnson (Bronze)
CPT Anna Haberzettl (Bronze)
Clark J. Estes (Bronze)

In Memoriam

COL William H. Hamilton
COL Henry H. McKee
CAPT Robert M. Wilkinson
COL Robert S. Young

LEGISLATIVE REPORT

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

Legislators Announce Concurrent Receipt Deal

House Majority Whip Roy Blunt (R-MO), Armed Services Committee Chairman Duncan Hunter (R-CA), Veterans Affairs Committee Chairman Chris Smith (R-NJ) and concurrent receipt champion Rep. Mike Bilirakis (R-FL) met with The Military Coalition (TMC), the Military Officers Association of America (MOAA) and other military and veterans' associations on Oct. 16 to announce a final concurrent-receipt agreement with Senate leaders and the White House.

The proposal will benefit as many as 200,000 disabled retirees in two ways:

■ First, all retirees with at least 20 years of service and Department of Veterans Affairs (VA) disability ratings of 50 percent or higher will see their military retired pay offsets phased out over a 10-year period starting Jan. 1, 2004.

■ Second, the recently enacted Combat Related Special Compensation (CRSC) will be expanded to include all combat- or operations-related disabilities — from 10 percent to 100 percent ratings — also effective Jan. 1, 2004.

Currently, only those with qualifying disabilities rated 60 percent or higher or who have a disability associated with a Purple Heart are eligible. In both cases, National Guard and Reserve retirees with 20 qualifying years of service (including those with less than 7,200 retirement points) will be eligible.

CRSC payments are in the amount of the VA disability compensation paid for whatever percentage of the member's disability rating is due to combat-related disabilities, as determined by the parent service.

Retirees must apply to their parent services for CRSC payments, but there is no phase-in period for CRSC. The Department of Defense (DOD) is discouraging all those not currently eligible for CRSC from applying until this provision is signed into law.

Disabled retirees rated 50 percent and higher who do not elect CRSC payments should start seeing their retired offset phased out automatically, starting Jan. 1, 2004. No application is expected to be required. For 2004, qualifying retirees should see their retired pay increase by a flat amount, depending on disability, as follows: $750 for 100 percent disabled; $500 for 90 percent; $350 for 80 percent; $250 for 70 percent; $125 for 60 percent; and $100 for 50 percent.

The remaining retired pay offsets would then be phased out over the following nine years. In 2005 they would get back another 10 percent of any remaining offset; in 2006 they would get back 20 percent of the remaining offset; in 2007 they'd get 30 percent of the remaining offset, and so on. By January 2014, disabled retirees with 50 percent and higher ratings will be entitled to full concurrent receipt of military retired pay and VA disability compensation.

Disabled retirees who qualify for both programs would have to choose one or the other. Because the CRSC program provides full payment immediately vs. the 10-year phase-in for concurrent receipt, legislators plan to allow an annual election option for CRSC-eligibles. This recognizes that a retiree who is 100 percent disabled but only 60 percent of that is due to combat-related conditions, may find it advantageous to elect full CRSC payments for a few years until the concurrent receipt payment rises to a level that exceeds the CRSC payment. Because CRSC payments are tax-free and nondisability retired pay is not, this could also figure into qualifying retirees' election decisions.

Designing specific procedures for retirees to make such elections is but one of the many administrative challenges DOD will have to address in implementing the new authority.

The new agreement also calls for the formation of a special commission to review the VA disability system and recommend any needed changes. Of its 13 commissioners, at least 12 will have to be highly decorated veterans. Four will be appointed by the House, four by the Senate, and five by the Pentagon and/or the VA.

The compromise position has irritated some members, who felt that Congress had the votes and could override a veto (as expressed and recommended by Secretary of Defense Donald Rumsfeld to the White House). In a number of discussions leading up to passage of this very important legislation TMC and MOAA representatives believe that this compromise represents a great step forward for disabled veterans, as it will offer full compensation to the most severely disabled and combat-wounded veterans.

However, we also understand the frustration and share the concern for the many disabled retirees not covered by this year's compromise measure. TMC got the best deal we could negotiate with this Congress. Most legislative battles are one step at a time, and concurrent receipt is no exception. We got "old" special compensation a few years ago, expanded that, added Combat-Related Special Compensation, and now we have expanded CRSC and "real" concurrent receipt. TMC is going to keep pushing, but this is a big step along the way.

Alternatively, by supporting a proposal to provide concurrent receipt to all those with disabilities of 50 percent or greater, we can get money in retirees' pockets sooner rather than later. That also makes it easier for us to go to Congress next year and say, "If it's good enough for 50 percent and above, it's good enough for 30 and 40, too." If we get a foot in the door, we can expand it into full concurrent receipt.

The same logic applies to our acceptance of the 10-year phase-in.

Concurrent receipt is a very expensive program and this compromise measure will cost an estimated $22 billion over 10 years. In order to create a program that legislators see as affordable and would therefore support, we have had to accept a gradual phase-in of payments. By spreading the budget costs over 10 years, we were able to reach a solution that offers more compensation too many more disabled veterans than any "immediate" solution could have.

Although the legislation recently passed is a big step forward, TMC's goal remains full concurrent receipt.

CRSC Processing Won't Be Quick

TMC's discussions with the services have convinced us they're trying their best to process thousands of Combat-Related Special Compensation (CRSC) applications as quickly as possible. But the work is going more slowly than they had hoped, often requiring detailed reviews of medical files a foot deep.

The Army, with the largest population of disabled retirees, has two dozen people working on processing the 17,234 Army retiree applications received as of late September. The service has approved 1,123 applications; denied 1,042; and is holding another 1,015 for VA medical documentation, which takes an average of 120 to 180 days to get.

With 3,500 reviewed, the Army is only 20 percent of the way through applications on hand. The Air Force has received a total of 6,937 applications, and has approved 584 and denied 546. The Navy has received 6,150 applications, with 520 approved and 236 denied.

The services would much prefer a cleaner, faster process, but they're hampered by a complex set of criteria that must be substantiated before a case can be approved. Some applications can be approved quickly because they include all necessary documentation, highlighted and tabbed for easy review. But more often than not, the services have to go to the VA for the member's medical file, which can take more than four months to get. TMC is not making excuses for the length of time it takes to process these applications. We're simply pointing out that the detailed reviews pose major challenges for service and VA administrative systems. Some are in the process of hiring more people, but they weren't funded for any such requirement, and hand review is still hand review.

TMC's message to CRSC applicants: (a) be patient, (b) don't call the service to inquire about your case status, since this takes time away from the processors, and (c) watch updates for further information. It's certainly nothing like a perfect process, but the services are trying, and they're frustrated that it's taking longer than expected.

Veterans Benefits Legislation Update

In October the House unanimously approved H.R. 2297, an omnibus veterans benefits bill that had been approved by the House Veterans Affairs Committee in June. The bill authorizes continuation of the VA survivor annuity (Dependency and Indemnity Compensation, or DIC) for qualifying survivors who remarry after the age of 55. DIC is paid to survivors of members who died of service-connected causes. This would bring DIC into alignment with the rules for every other federal survivor program — a long-sought goal of TMC and MOAA.

Among its many other provisions, H.R. 2297 also would:

■ Allow remarrying surviving spouses to be buried in Arlington National Cemetery;

■ Permanently authorize VA home loans for the Selected Reserve;

■ Eliminate the requirement that a POW be held for 30 days or more to presume service-connection for certain specific disabilities; and

■ Increase specially adapted home and automobile grants for severely disabled veterans.

Earlier, the Senate Veterans Affairs Committee, led by Chairman Arlen Specter (R-PA) and Ranking member John D. Rockefeller IV, (D-WV) cleared the following bills for full Senate action:

■ S.1131, which provides the 2004 cost of living adjustment (COLA) to VA disability payment checks and other benefits (the COLA percentage is 2.1 percent);

■ S.1132, the Veterans' Survivors Benefits Enhancement Act of 2003. This bill would raise educational-assistance rates for surviving spouses and dependents of veterans who died of service-related causes and authorizes 45 months (vs. 36 months) of eligibility; increase the DIC rate by $250 for qualifying surviving spouses with one or more children under age 18; and make surviving spouses eligible for burial in a national cemetery; among other provisions;

■ S.1156 would expand the requirement for the VA to provide nursing-home care to veterans who have service-connected disabilities rated at 50 percent or higher (currently 70 percent or above);

■ H.R. 1156 would authorize national cemeteries in five

locations: southeastern Pennsylvania; the Birmingham, Ala., area; the Jacksonville, Fla., area; Bakersfield, Calif., area; the Greenville/Columbia, S.C., area; and

- S. 1136 would update and clarify legal and economic protections to service members on active duty.

No Food Charges for Hospitalized Wounded

I had previously reported that Rep. Bill Young (R-FL) had introduced H.R. 2998, a bill to exempt service members wounded in combat from the requirement to pay $8 per day in food costs while hospitalized in military facilities.

Earlier, Young put a provision in the FY 2004 Defense Appropriations Act that suspended that practice for FY 2004. Now, he's pushing for a permanent fix. Recently the House of Representatives unanimously passed H.R. 2998. Earlier this month the Senate included a similar provision which grants "permanent authority for exemption for certain members of the uniformed services to pay subsistence charges while hospitalized" in its Iraq Emergency Supplemental appropriations bill.

Senate OKs Reserve Health Care Amendment

During debate over the supplemental appropriations bill for Iraq reconstruction, the Senate approved by voice vote an amendment furthering the cause of health care for Guard members and Reservists. The amendment was cosponsored by Senate Minority Leader Tom Daschle (D-SD) and Sen. Lindsey Graham (R-SC), a USAF Reserve officer. But to save money, participation will be limited to only National Guard and Reserve service members who demonstrate they have no other health coverage. An earlier plan backed by the full Senate would have opened coverage options to all members of the reserve forces.

The amendment would permit enrollment in TRICARE during an annual open enrollment period. Service members could elect self or self and family coverage and pay a monthly premium equal to 28 percent of the cost of the TRICARE benefit coverage (to be determined by DOD).

Reserve service members with private or employer-based coverage could elect instead for DOD to pay a share of their monthly premiums. This coverage would be limited to periods of extended active duty during a war or national emergency declared by the President or Congress. This is similar to a program already in effect for mobilized Guard and Reserve members who are normally employed as DOD federal civilian workers.

The Senate measure also extends TRICARE coverage to 180 days following deactivation, but denies duplicate coverage with other qualified health plans during that time. The GAO recently reported that 20 percent (170,000) of the 850,000 members of the Selected Reserve — those who train regularly and are assigned to unit or individual positions — have no personal or employer-sponsored health care.

TMC has urged "continuity of health insurance" options for the reserve forces for years, and we are most pleased at this development.

House Committee Passes Tax-Free Health Premiums

The House Government Reform Committee, chaired by Rep. Tom Davis (R-VA), recently passed H.R. 1231 by voice vote. The bill (sponsored by Davis) would let active and retired military service members (and retired federal employees) pay health care premiums in pre-tax dollars. This would apply to TRICARE Prime Enrollment fees, TRICARE Standard supplements, and premiums for the retiree and family member dental plans.

Taken together, these savings could amount to several hundred dollars per year for eligible recipients.

Because it is a tax bill, H.R. 1231 must also go before the House Ways and Means Committee, where representatives are reportedly leery of the bill's price tag. A similar gauntlet faces S. 623, the companion legislation on the Senate side.

Nevertheless, TMC is heartened by the actions of the Government Reform Committee and we are grateful to Davis for his support. To ask your legislators to support these bills, please visit **http:// capwiz. com/ moaa/ issues/bills/.**

Final COLA Update

The Bureau of Labor Statistics released September's inflation data, which finalizes the 2004 cost of living adjustment (COLA) for military retired pay and other federal annuities.

The 2004 COLA will be 2.1 percent for military and federal retired pay, VA disability compensation, SBP survivor annuities, Social Security and other federal programs. The COLA for these programs will be effective Dec. 1, and will be reflected in checks issued on Jan. 2, 2004.

AAAA President's Message

The pace at AAAA certainly has not slowed down with the coming of Fall.

We held a number of AAAA related Board Meetings in conjunction with the AUSA Annual Meeting in Washington, DC in early October. Included in these were your AAAA National Executive Board, (NEB); AAAA Scholarship Foundation under its President MG Chuck Drenz; and the Army Aviation Hall of Fame under its Chairman, MG Ben Harrison.

The AAAA NEB was briefed on ongoing Army issues by AAAA board members, LTG Dick Cody and BG Howard Yellen. MG(P) Mark Curran our Branch Chief also briefed the board on branch specific initiatives. AAAA Senior VP, BG Tom Konitzer reported that membership remains the strongest in years with 14,500 members. And AAAA National Secretary/Treasurer, MG Jim Snider also informed us that fiscally 2003 looks to be the best year ever resulting largely from a very strong Annual Convention. This will enable your association to contribute a dollar per AAAA member to the Army Aviation Museum at Fort Rucker, $15,000 to the "Wing of Liberty" museum at Fort Campbell, and $25,000 to the Scholarship Foundation. Finally, a graduated Life member dues program was approved which steps down for those over 55 years of age similar to AUSA, MOAA, and the VFW programs.

In early November, we held the AAAA Aviation Survivability, ATC and Mission Equipment Symposium at the Opryland Hotel in Nashville. It was a great success with over 250 attendees and outstanding speakers many of whom had just returned from OIF with terrific Lessons Learned for all of us.

So AAAA continues on the march toward our March 24-27 AAAA Annual Convention. Hope you can join us for the January 5-7 AUSA/AAAA Aviation Symposium in Arlington, VA; and the Joseph P. Cribbins Product Support Symposium February 11-12 in Huntsville, AL along the way.

Enjoy the upcoming holidays and be safe. Most importantly, remember our friends and family members overseas right now as we look forward to their safe return upon mission completion.

Andy Andreson
Major General, Retired
President, AAAA

Solicitation now under way for CY03 AAAA National Awards

Suspense: Jan. 1, 2004

- **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
- **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. (CY02 presentation pictured at right).

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 1 Jan 04.

BG James R. Myles, commander of the U.S. Army Operational Test Command (*left*) presented the Silver Order of St. Michael to **Mr. David Boyken** (*right*) of OTC's Aviation Test Directorate at Fort Hood, Texas. Boyken's service to this nation spanned more than 42 years. He is truly the epitome of a great American and will missed by the Phantom Corps Chapter.

Former president of AAAA's Iron Mike Chapter, COL M. Vance Sales Jr. (commander of the 229th Aviation Regiment) presented the Order of Saint Michael to **COL John F. Campbell**, commander of 1st Brigade, 504th Infantry Regiment. Campbell was the ground commander of the largest conventional force in support of Operation Enduring Freedom in Afghanistan, and spent more than 200 hours in flight as air assault task force commander in the brigade aerial command and control node. He flew on over 30 aerial combat missions operations in a complex battle space experienced by U.S. and coalition forces. Included in the photo are (from left to right) Sales, Campbell and MG Franklin L. Hagenbeck, commander of the 10th Mountain Division and senior tactical commander of Combined/Joint Task Force 180.

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The AAAA Scholarship Foundation, Inc. (AAAASFI) 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 2003, the AAAASFI received a total of over 200 applications and awarded 107 grants and loans totalling $153,500. 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.

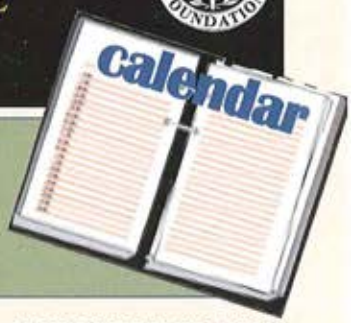
Don't forget, all overhead costs are borne by the AAAA so that 100% of your contribution (net CFC charges) go directly to AAAA Scholarship Foundation, Inc. awards. Help us reward more of these outstanding students with larger awards.

COMBINED FEDERAL CAMPAIGN

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; Tele: (203) 268-2450; FAX: (203) 268-5870



- **Jan. 5-7, 2004.** AUSA/AAAA Aviation Symposium, Crystal Gateway Marriott, Arlington, VA.
- **Jan. 27-29.** AFCEA TechNet Orlando 2004, Orlando, FL.
- **Jan. 30.** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- **Jan. 31.** AAAA National Awards Selection Meeting, National Guard Readiness Center, Arlington, VA.
- **Feb. 11-12** Cribbins Product Support Symposium, Huntsville, AL.

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

CW5 Randolph W. Jones
Army Aviation Hall of Fame 1998 Induction

CW5 Jones, over his 30 year stellar aviation career, turned theory tactics and a prescient view of the future into state-of-the-art techniques, and procedures that enabled the 160th Special Operations Aviation Regiment (Airborne) to execute its National mission with precision.

CW5 Jones has contributed to Army Aviation during peace and war and always asserted war fighting in the vertical dimension. He has served with honor and valor in combat to include Vietnam, Panama, Saudi Arabia, and Somalia where his heroism earned him the Silver Star, Distinguished Flying Cross and the Purple Heart. He embodies the "warrior ethic" and is the most admired aviator in the Special Operations Community because of his penchant for bringing out the best in people.

A Joint Mission Planner, Senior Flight Lead, Instrument Flight Examiner, and S.I.P. (Standardization Instructor Pilot), CW5 Jones has 9,120 hours of accident free military flight time, to include 1,100 combat hours and over 3,000 using Night Vision Goggles (NVGs). A true pioneer in NVG flying, he flew the first single pilot NVG mission, the first over water NVG combat operation during Prime Chance, and also the first night combat mission to an urban area under NVGs during Just Cause.

He was promoted to CW5 below the zone by the Army's first CW5 promotion board. His contributions to improve the entire aviation community will only be fully realized as the numerous aviators he has trained and standards he has set are fully dispersed and implemented throughout the military community.

This consummate professional aviator's trail blazing career embodies precisely what our branch envisioned as the model for our young aviators to emulate. He has served with distinction in every key position to which only the very finest are accepted. In 1992 he was selected as the AAAA "Aviator of the Year." He has set the standard by which all fellow aviators are judged. "Night Stalkers Don't Quit". "Six Guns Don't Miss".

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